

URBAN/MUNICIPAL

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AGENDA OF THE TRANSPORT
AND ENVIRONMENT COMMITTEE
MARCH 14, 1994-



URBAN/MUNICIPAL

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1994 March 08

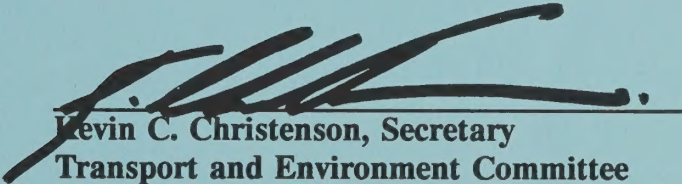
NOTICE OF SPECIAL MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1994 March 14

9:30 o'clock a.m.

Room 233, City Hall


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION**

204 Chesley St. - Development Charges
Mr. Ray Richardson

2. **ADOPTION OF THE MINUTES**

Adoption of the Minutes of the Meeting held 1994 February 28

3. **DIRECTOR OF PUBLIC WORKS**

Streets and Sanitation Division Budget Reduction

URBAN M.
MAR 1994
GOVERNMENT DOCUMENTS



4. **DIRECTOR OF TRAFFIC SERVICES**

(a) Appointment of Parking Control Officers

(b) No. 81 Tom Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) Parking Regulations

(i) East 23rd Street between Concession Street and Crockett Street

(ii) North side of King William Street between James Street North and John Street North

5. **MANAGER OF PURCHASING**

(a) Annual Supply of Asphaltic Concrete and Bituminous Materials,
Public Works Department

(b) Annual Supply and Delivery of Chemicals,
Public Works Department

(c) Annual Supply and Delivery of Mixed Portland Cement Concrete
Public Works Department

6. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

7. **NEW BUSINESS**

8. **ADJOURNMENT**

**Transport and Environment Committee
Outstanding Items**

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Ald. M. Kiss	Tabled
3.	Intersection of Franklin Ave. and Longwood Road North	1992 August 17	Ald. M. Kiss	Tabled
4.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
5.	Walkway - Fonthill Road to Upper Paradise Road - Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79	1993 Dec. 6	Director of Public Works	Report Back 1994 February
6.	Intersection of Bell Manor and Berkindale Drive	1993 Dec. 6	Delegation - Ald. F. Eisenberger	Tabled
7.	Alley and road closures, development control and encroachments transferred from the Region back to the City's Public Works Department	1994 Feb. 28	Director of Public Works	Report Back
8.	Closure and conveyance of original unopened road allowance, rear of 1688 Main Street West	1994 January 31	Ald. M. Kiss	Tabled
9.	West side of Oriole Crescent between Martha Street and Glengrove Avenue	1994 Feb. 28	Ald. D. Wilson	Tabled
10.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
11.	Crescent Oil	1994 Feb. 28	Management Team	Report Back

Kevin C. Christenson, Secretary
1994 March 14

1.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 04

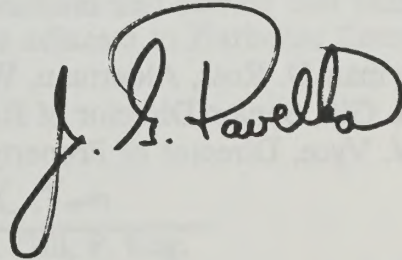
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J.G. Pavelka, P.Eng.
Chief Administrative Officer

SUBJECT: 204 Chesley Street - Development Costs

RECOMMENDATION:

- a) That staff follow existing policies for proposed development of lands adjacent to Harbottle Court; and,
- b) That current cost recovery policies be utilized in recovering costs already paid for by the City of Hamilton in developing Harbottle Court between Chesley Street and the Harbottle Estates Subdivision.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If not recovered from the directly benefitting development, the total costs per lot of \$34,315.10 will be borne by the property tax base.

Based on the City's Property Department's knowledge of land values, single serviced lots in this area could be sold for up to \$50,000. Even after repaying the \$34,315.10 per lot to the City of Hamilton, there would be approximately \$15,684.90 remaining to the lot developer.

To facilitate the sale of these lots, staff are recommending that these costs not be recoverable until the lot or lots are severed.

BACKGROUND:

Attached is the Roads Department Report (R-93-82) dated November 29, 1993 outlining the following costs based on a single 50 foot (15.24 metre) lot.

1. Servicing cost recoveries
2. Development Charges
3. Land cost recoveries

On February 07, 1994 during a telephone conversation with Mr. Ray Richardson, it became evident that Mr. Richardson had a previously prepared report with different numbers. To familiarize Mr. Richardson with the same details that staff were familiar with a copy of the Roads Department Report (R-93-82) was mailed to him on February 08, 1994.

JGP:dd

Attach.

c.c. Alderman D. Ross, Alderman, Ward 8
E. M. Gill, Senior Director of Roads
D. W. Vyce, Director of Property

1(f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 29
S707-73, M.J. Inrig

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Development Costs Associated with 204 Chesley
Street, Hamilton (R-93-82)

RECOMMENDATION:

That Council direct staff to follow existing procedures and current cost recovery policies be utilized for proposed development of lands adjacent to Harbottle Court.


E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton has "front-ended" the cost of providing Harbottle Court between Chesley Street and the Harbottle Estates Subdivision. If these costs are not recovered from future benefitting developments, these costs will be borne by the tax base.

BACKGROUND:

This report is further to the report to the Transportation and Environment Committee, dated August 11, 1993. Since that time, a meeting was held with Mr. Richardson (land

Cont'd...

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd.....

owner at 204 Chesley Street), Alderman Don Ross (Ward 8) and Eugene Chajka, P.Eng (Manager of Development, Roads Department) to review the costs associated with development of the subject lands. The costs can be broken down into the following categories and are shown below for a single lot with a 50 foot (15.24 metre) frontage:

1. Servicing Costs:

(a) City Services (above ground services on Harbottle Court)	
\$290.00/metre x 15.24 metres	= \$ 4,419.60
(b) Regional Services(sewers and watermains)	
\$714.62/metre x 15.24 metres	= \$ 5,470.70
(c) Private Sewer and Water Service Connection	
\$ 1,858.22 per lot	= <u>\$ 1,858.22</u>
Total Servicing Cost Recovery per lot	\$ 11,748.52

2. Development Charges:

(a) City Development Charge	
\$ 1,723.20 per lot	= \$ 1,723.20
(b) Regional Development Charge	
\$ 5,408.00 per lot	= \$ 5,408.00
(c) Cash in lieu of parkland dedication (based on lot value of \$60,000.00 each) 5% of \$60,000.00 per lot	= <u>\$ 3,000.00</u>
Total Development Charges per lot	\$ 10,131.20
TOTAL MUNICIPAL CHARGES PER LOT	\$ 21,879.72

As a comparison, the equivalent municipal charges payable for each lot in the Harbottle Estates Subdivision, immediately to the west of the subject lands, averaged \$ 24,765.41.

Cont'd...

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd...

In addition to the Servicing and Development Charges, repayment to the City for the acquisition cost of land is required as follows:

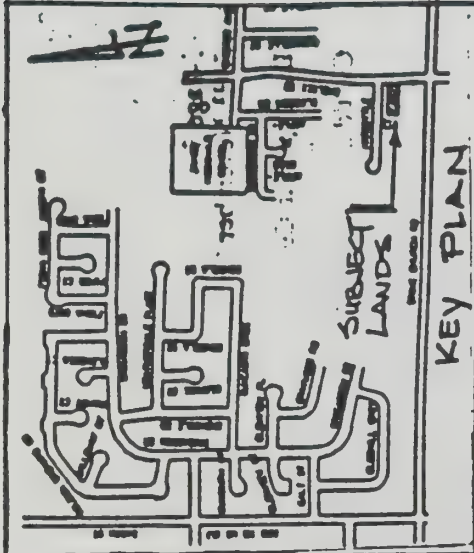
- | | |
|--|----------------------|
| (a) Land Cost Recovery for one half the width
of Harbottle Court road allowance | |
| \$ 714.62/metre x 15.24 metres | = \$ 10,890.81 |
| (b) Sale by the City of remnant strip along
flankage of #204 Chesley Street (2.847m in width) | |
| \$ 101.34/metre x 15.24 metres | = <u>\$ 1,544.57</u> |
| Total Land Cost Recovery per lot | \$ 12,435.38 |

The value of the road allowances dedicated by developers of subdivisions would be similar to the market value shown for one half of the road width, (ie. \$10,890 per lot). The proposed lots are not at the corner, but at a mid-block location, and therefore, no additional costs are borne for flankage charges.

In order to provide a more suitable lot depth and to have the proposed lots abut Harbottle Court, (the property does not abut Harbottle Court at present), it is necessary for the owner to purchase City property. The market value suggested by the Real Estate Department is \$1,544.57 per lot, for the strip measuring 2.847m x 15.24m.

In conclusion, the servicing costs of the proposed lots at the rear of 204 Chesley Street are similar to costs of other similar developments in the area. Thus, there are no extenuating circumstances which warrant a reduction in the cost recovery under current policies.

EPC
Attach:



LEGEND



CITY OWNED LANDS WHICH MUST BE ADDED TO 204 CHESLEY STREET TO MAKE THE SUBJECT LANDS ABOUT HARBOTTLE COURT.



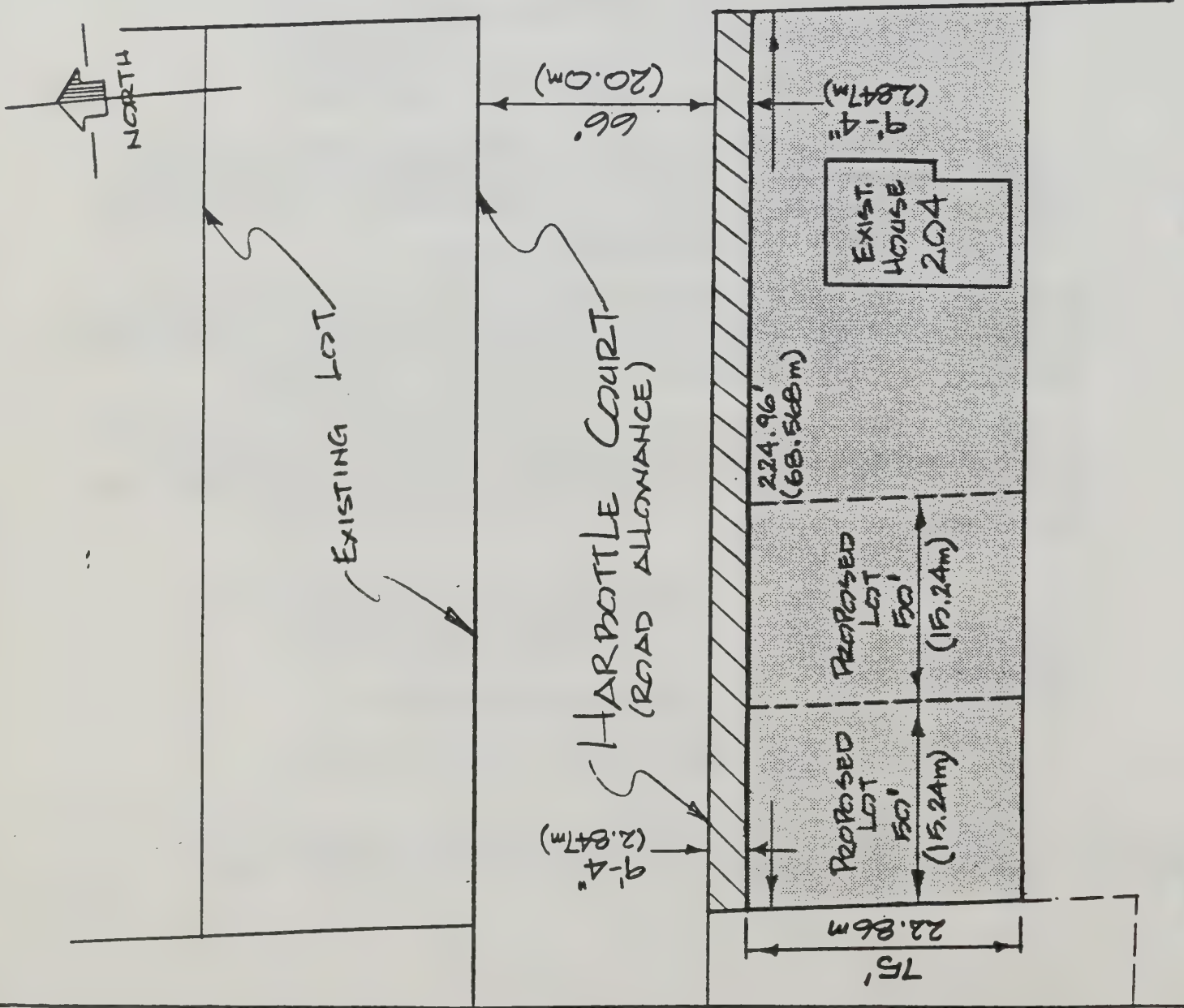
SUBJECT LANDS - 204 CHESLEY STREET SHOWING 2 - 50' (15.24m) LOTS PROPOSED TO FRONT ONTO HARBOTTLE COURT.

GOURLEY

HAMILTON

NOT TO SCALE

CHESLEY STREET



1994 FEB 11th

FEB 14 1994

MY K. CHRISTENSON

TRANS. AND ENV. COMM.

C/O CITY CLERKS DEPT.

RE: 204 CHESLEY ST.

R. RICHARDSON

204 CHESLEY ST.

HAMILTON

ONT.

L9C3W8

575-9864.

DEAR SIR:

ON RECEIPT OF LETTER FROM
C.A.O. M. J. G. PAVELKA DATED FEB. 8th 1994.
WHOSE RECOMMENDATION WAS THAT HIS REPORT
BE PRESENTED AT MON. FEB. 28th 1994
TRANS. AND ENV. COMM. MEETING.

I AND DELEGATION WOULD LIKE TO BE
PRESENT AT SAID MEETING TO RESPOND
TO STAFF REPORT AND ADDRESS SAME.

I WOULD ALSO LIKE INCLUDED IN THE
AGENDA, LETTER AND FIGURES FROM
MON. 20th SEPT. 93. T. AND E. COMM. MARKED 1(b)
BUILDING DEPT. DATED JULY 28th/93 SUBMITTED
BY A.C. KING P. ENG. BUILDING COMM.,
AND ON REVERSE SIDE, OWNERS COST
DATED JULY/93.

YOURS TRULY

A. Richardson



City of
HAMILTON

BUILDING DEPARTMENT

71 Main Street West, Hamilton, Ontario L8N 3T4
Telephone (416) 546-2720 / Fax (416) 546-2764

FILE: Property
ATTENTION OF: L.C. King
TELEPHONE NO: (416) 546-4655

1993 July 28

300-029

RECEIVED

JUL 30 1993

Mr. K. Christenson
Transport and Environment Committee
c/o City Clerks Department

Re: 204 CHESLEY STREET

CITY CLERKS

Dear Sir:

Please find attached a copy of Mr. Richardson's letter dated July 1993.

Mr. Richardson has indicated to Alderman Ross and myself that he wishes to have this matter placed on the agenda of the next Transport and Environment Committee. Mr. Richardson also indicated that based on his costs as well as the City and Regional costs involved for both servicing and development charges that it is not possible for him to proceed with severing the lots.

A copy of this letter is being forwarded to Mr. Aston in the Regional Engineering Department in order that he may draft a report to the Committee dealing with the specific servicing costs involved.

Mr. Richardson would like to appear before the Committee.

Thanking you for your assistance in this matter.

Yours truly,


L.C. KING, P.Eng.
Building Commissioner

LCK\hmp

cc Alderman D. Ross

cc J. Aston, Director of Programming
and Development, Roads Department

cc R. Richardson



1993 July

R. Richardson
204 Chesley St
Hamilton
575-9864

OWNERS COSTS

Based on severance of TWO lots assuming VALUE/LOT \$60,000.00

SURVEY COST	PER 1 LOT \$ 600.00	PER 2 LOTS \$1,200.00
LAND SEVERANCE FEES	\$2,000.00	\$4,000.00
LAWYERS FEES	\$3,000.00	\$6,000.00
REAL ESTATE FEES	\$4,000.00	\$8,000.00
LAND TRANSFER TAXES	\$ 300.00	\$ 600.00
CARRYING COST LOAN	\$5,000.00 + \$700 Legal Fee	<u>\$5,700.00</u>

TOTAL \$25,500.00

CITY & REG COST \$127,196.00

TOTAL \$152,696.00

=====

Yours truly,

R. Richardson

cc. Alderman D. Ross
Mr. L. King, Building Commissioner
Mr. G. S. Aston, P. Eng Dir. of Prog. & Dev.

CITY OF HAMILTON	
DEPARTMENT OF BUILDINGS	
JUL 22 1993	
REC. BY <u> J </u>	DATE _____
REF'D TO <u> Jh </u>	DATE _____
REF'D TO _____	DATE _____
REF'D TO _____	DATE _____

R. RICHARDSON
204 CHESLEY STREET

Attached for your information is a report from the Regional Engineering Department dated February 5, 1991 and the following is a breakdown of the above noted costs.

Region charges (watermains, storm and sanitary sewers, including private drains and water service connections on Harbottle Court	Revised <u>July 13, 1992</u>	\$24,024.00
One half of the road allowance (report attached)		\$49,000.00
City of Hamilton Above ground works on Harbottle Court (\$325/M) x 68.58 M		\$22,262.50
Development charges -- City (\$2,872.00 x 2) (\$1,723.00 x 2)	<u>Rev 3,446.40</u>	\$ 5,744.00
Development charges -- Region (\$7,474.00 x 2) (\$5,252.00 x 2)	<u>Rev 10,504.00</u>	\$14,948.00
5% Land Dedication Assuming \$60,000.00/lot minus development charges (\$2,480.00 x 2)		<u>\$ 4,960.00</u>
		<u>\$134,438.00</u>
	REV	<u>\$127,196.00</u>

CITY OF HAMILTON
- INFORMATION -

DATE: 1993 August 11
S707-73, M.J. Inrig

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

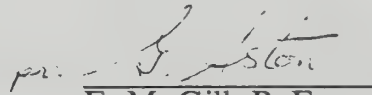

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Development Costs Associated with 204 Chesley
Street, Hamilton (R-93-62)

RECEIVED

AUG 16 1993

CITY CLERKS


E. M. Gill, P. Eng.


FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See attached Schedules "A" and "B".

BACKGROUND:

In order to implement the approved road pattern for the Gourley Planning Neighborhood, the City of Hamilton purchased Lot 25, Registered Plan 947, at market value. Acquisition of Lot 25 would provide a roadway connection between Chesley Street to the east and the undeveloped interior lands to the west. However the width of Lot 25 was 2.847 metres greater than the width of a standard local road allowance.

On 1989 October 10, City Council approved a proposed draft plan of subdivision for the interior lands west of Chesley Street known as "Harbottle Estates". The plan proposed to establish an east/west road through Lot 25 to the lands of the subdivision with six lots on the north and six lots on the south side of the road. In order to provide equal lot depth, more or less, between the lots on the north and south side of the street the road allowance (Harbottle Court) was located to the most northerly limit of Lot 25. Thus a 2.847 metre strip of remnant land remained between the road allowance for Harbottle Court and the flankage of 204 Chesley Street which would provide sufficient lot depth for the severed lots at 204.

Cont'd...

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd.....

Through the development of "Harbottle Estates - Phase 1", Harbottle Court was constructed from Chesley Street to the west limit of the subdivision. The City cost shared for one half of the above ground municipal servicing costs along the flankage of 204 Chesley Street (68.568 metres). As the developer for "Harbottle Estates - Phase 1" owned the property on the north side of Lot 25 (Harbottle Court) they paid the servicing costs on their side of the road and the City recovered land costs for one half the width of the road allowance. Under the Region's Subdivision Agreement the developer for "Harbottle Estates - Phase 1" paid the full cost of under ground servicing on Harbottle Court. Provision was made under Schedule "D-2" of the agreement (Region's "Best Efforts" Obligation) to recover the cost of under ground municipal works along the flankage of 204 Chesley Street when the lands are developed.

All cost sharing arrangements and cost recoveries for both the City and Region are in accordance with standard cost sharing policies for normal subdivision development.

Development costs for the subject property have been shown on two schedules, attached. The first schedule ("A") shows the total costs to be recovered along the full flankage (68.568m) in the event that all the lands at 204 Chesley Street were severed and developed. In this case it is assumed that the existing house would be demolished and in accordance with a "C" zoning designation the property could be severed into five lots (each 13.713 metres) under two severance applications.

The second schedule ("B") is based on Mr. Richardson's letter in which he is proposing to create two lots of 15.24 metres each fronting on Harbottle Court. In this case the existing residence remains on the retained parcel. As it is policy for both the City and Region to recover development costs only on the severed portions of a property, Schedule "B" shows the costs which pertain to the frontage (30.48m) of the two severed lots.

Once the land severance is complete, the applicant would incur the following costs at the Building Permit stage of development.

City Development Charge -	\$ 1,723.20 per lot
Regional Development Charge -	\$ 5,408.00 per lot
Cash in lieu of parkland dedication (based on lot value of \$60,000.00 each)	
5% of \$60,000.00 =	\$ 3,000.00 per lot

MJ: MJJ:

SCHEDULE "A"

204 CHESLEY STREET
COST RECOVERIES
BASED ON FULL FLANKAGE 68.568m

LAND SEVERANCE APPLICATION FEE \$ 1,400.00 (A)

CITY OF HAMILTON

Above ground servicing costs
(roadway asphalt, sidewalks &
curbs, street lighting, catch
basins and connections) \$290.00/metre x 68.568metres = \$19,885.00

Land costs for one half the
width of the road allowance
for Harbottle Court \$49,000.00

Land cost for remnant strip
along flankage of
204 Chesley Street \$ 6,950.00

Sub-Total \$75,835.00 (B)

REGION OF HAMILTON-WENTWORTH

Storm & Sanitary Sewers \$11,475.00

Watermains \$ 5,654.00

5 Private Drain Connections @ \$1,728.00 each \$ 8,640.00

5 Private Water Service Connections @ \$576.00 each \$ 2,880.00

Sub Total \$28,649.00 (C)

Total A + B + C = \$105,884.00

SCHEDULE "B"

204 CHESLEY STREET
COST RECOVERIES
BASED ON FRONTAGE OF TWO SEVERED LOTS 30.48m

LAND SEVERANCE APPLICATION FEE	\$ 700.00 (A)
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CITY OF HAMILTON

Above ground servicing costs (roadway asphalt, sidewalks & curbs, street lighting, catch basins and connections)	\$290.00/metre x 30.48metres = \$ 8,839.00
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Land costs for one half the width of the road allowance for Harbottle Court	\$21,781.00
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Land cost for remnant strip along flankage of 204 Chesley Street	<u>\$ 3,089.00</u>
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Sub-Total	\$33,709.00 (B)
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REGION OF HAMILTON-WENTWORTH

Storm & Sanitary Sewers	\$ 5,092.00
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Watermains	\$ 2,513.00
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2 Private Drain Connections @ \$1,728.00 each	\$ 3,456.00
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2 Private Waterservice Connections @ \$576.00 each	<u>\$ 1,152.00</u>
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Sub Total	\$12,213.00 (C)
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Total A + B + C =	\$46,622.00
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City of
HAMILTON

BUILDING DEPARTMENT

71 Main Street West, Hamilton, Ontario L8N 3T4
Telephone (416) 546-2720 / Fax (416) 546-2764

FILE:

ATTENTION OF: P.C. Lampman

TELEPHONE NO: (416) 546-4653

August 20, 1993

Alderman D. Ross
Alderman, Ward 8
Alderman's Office

Dear Alderman Ross:

RE: 204 CHESLEY STREET

Further to your request of today's date, please be advised that Mr. Richardson sent a letter to our Department recently respecting City and Regional charges for the creation of two additional lots at the above-noted subject lands. Attached you will find the owner's cost and also the cost charged by various works proportioned to the City and the Region.

With respect to the matters detailed in Mr. Richardson's letter, please be advised that the breakdown of costs are as follows:


CHARGES	COST	RESPONSIBLE COMMITTEE
<u>Regional Charges</u> - Includes watermains, storm and sanitary sewers, private drains, and water service connection on Harbottle Court.	\$24,024	Regional Transportation Services
<u>One Half of the Road Allowance</u> - The land costs are for half the land required for Harbottle Court road allowance and a narrow strip of City land along the north flankage of 204 Chesley St.	\$49,000 plus \$13,500	Transportation & Environment
<u>Above Ground Works on Harbottle Ct.</u> - The rate of recovery of \$325/m of frontage.	\$22,262.50	Transportation & Environment
<u>Development Charges: City</u> - \$1,723 x 2	\$ 3,446.40	Finance & Administration
<u>Development Charges: Region</u> - \$5,252 x 2	\$10,504	Regional Finance
<u>5% Land Dedication</u> - Assuming \$60,000/lot - \$2,480 x 2	\$4,960	Planning & Development



August 20, 1993

I trust this information will aid you in endeavouring to have the development costs of this site reviewed by the committees responsible for the costs. If you have any further questions or require clarification, please feel free to contact this Department.

Yours truly,

A handwritten signature in black ink, appearing to read 'L.C. King', with a long horizontal flourish extending to the right.

L.C. KING, P.Eng.
Building Commissioner

LCK\PCL\dm

Tuesday, 1994 February 28
9:30 o'clock a.m.
Room 233, City Hall

2.

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow (City Business)

Also present: Alderman T. Cooke
Alderman B. Charters
Alderman D. Agostino
Ms. B. Price, Hamilton Safety Council
Mr. J. J. Schatz, City Clerk/Acting Chief Administrative Officer
Mr. J. Johnston, Commissioner of Human Resources
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. D. Lobo, Director of Public Works
Mr. C. Firth-Eagland, Public Works Department
Mr. R. Meires, Public Works Department
Mr. A. Ross, Treasurer
Mr. C. Rendell, Purchasing Division
Mr. D. Powers, Law Department
Mr. M. Watson, Property Department
Mr. D. Michor, C.U.P.E. Local 5
Mr. S. Gratton, C.U.P.E. Local 5
Mr. L. Stasiuk, C.U.P.E. Local 5
Mr. W. Vucetich
Mr. D. Kean
Mr. D. Matiatius, Architect, Greek Orthodox Church
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Sale of the Portion of the North/South Alley
Rear of No. 34 Thorndale Avenue**

The Committee was in receipt of a report dated 1994 February 17 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That portion of alley adjacent to 34 Thorndale Avenue North, shown as Part 2, on Plan 62R-12021, be sold to Gilles Christopher Cinq Mars and Charmaine Simona Van Schaik for the sum of \$1. each.
- (b) That the by-law to carry out the sale of the said lands be enacted by City Council.

(b) **Sale of the Portion of the East/West Alley north of
No. 615 Main Street East**

The Committee was in receipt of a report dated 1994 February 17 from the Senior Director, Roads Department respecting the above-noted subject.

As no delegation was present, the Committee approved the following recommendation:

- (a) That portion of alley adjacent to 615 Main Street East, shown as Part 1, on Plan 62R-12212, be sold to J. B. Marlatt Funeral Homes (1985) Limited for the sum of \$19,287.
- (b) That the by-law to carry out the sale of the said lands be enacted by City Council.

(c) **Proposed Alley Closure:
North/South Alley first
west of Strathcona from Head Street to existing East/West Alley**

**Proposed Alley Opening:
North of Head Street from
Strathcona to the North/South Alley**

The Committee was in receipt of a report dated 1994 February 23 from the Senior Director, Roads Department respecting the above-noted subject.

Mr. David Kean of 42 Head Street submitted a petition supporting the alley closure and the recommendation as presented.

Mr. Matiatius, Architect for the Hellenic Community of Hamilton and District, St. Demetrious Greek Orthodox Church appeared before the Committee to express support and describe the details and reason for the alley closure.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act, R.S.O. 1990, for an order to stop-up and close the unassumed north/west alley first west of Strathcona Avenue from Head Street to the existing east/west alley;
- (b) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;
- (c) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;

- (d) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;
- (e) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act;
- (f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner for \$1.
- (g) Provided the Judge's Order to close the highway is granted:
 - i. That the Commissioner of Transportation/Environmental Services be directed to prepare a by-law for the sale of the alleyway to the abutting owner;
 - ii. That the City Clerk be directed to publish a notice pursuant to Section 300 of The Municipal Act, M.45, R.S.O. 1990, of the City's intention to pass the by-law.
 - iii. That the transaction not be registered until the new alley is conveyed and deeded to the City and the new alley is constructed to City of Hamilton specifications.
- (h) That the City accept a deed from the Hellenic Community of Hamilton and District, St. Demetrios Greek Orthodox Church for a new east/west alley from Strathcona Avenue to the existing east/west alley;
- (i) That the applicant construct the new alley in accordance with the City of Hamilton specifications;
- (j) That the Commissioner of Transportation/Environmental Services prepare a by-law to establish as road allowance the east/west alley from Strathcona to the existing east/west alley and the By-law be introduced and approved;
- (k) That the by-law to establish the new alley as road allowance be registered upon satisfactory completion of construction by the applicant.

(d) **No. 79 Rymal Road West - Road Widening Policies**
Mr. W. Vucetich

The Committee was in receipt of a report dated 1994 February 22 from the Senior Director, Roads Department respecting the above-noted subject.

Mr. Vucetich appeared before the Committee and stated that the road widening at 79 Rymal Road West would reduce his lot size by 29% and that he was appearing at the meeting to request compensation for the property loss. He distributed a brief report on the implications of the road widening on his property.

Mr. Aston informed the Committee that the issue of road widening and road allowance in this case was standard practice within the set policy.

Following a brief discussion, the Committee approved the following recommendation:

- (a) That as a condition of site plan/development approval with the City of Hamilton, the owner of lands at No. 79 Rymal Road West dedicate the 3.048m road widening on Christie Street, shown as Part 1 on Reference Plan 62R-12162, to the City of Hamilton.
- (b) That the request for compensation for this road widening dedication to the City of Hamilton by Mr. W. Vucetich, the owner of lands at No.79 Rymal Road West, be denied.
- (c) That Mr. W. Vucetich and the Planning and Development Committee of the City of Hamilton be advised of this action.

(e) **No. 2 Chilton Place, Encroachment Agreement, Mr. P. Mazza**

The Committee was in receipt of a report dated 1994 February 17 respecting the above-noted subject.

As no delegation was present, the Committee agreed that the item be received.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

- i. Minutes of the meeting held 1994 January 31 were adopted as circulated.
- ii. Minutes of the special meeting held 1994 February 22 were adopted as circulated.

B. COMMISSIONER OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) **Broughton Avenue**

The Committee was in receipt of a report dated 1994 January 21 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That an "Alternate Side Parking" regulation be implemented on Broughton Avenue between Grayrocks Avenue and Beaverbrook Avenue such that parking is prohibited:

- on the south and east sides of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and
- on the north and west sides of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) **No. 89 Chestnut Avenue**

- Request to Remove an Existing Wheelchair Loading Zone

The Committee was in receipt of a report dated 1994 January 25 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Chestnut Avenue commencing at a point 564 feet south of Barton Street East and extending to a point 24 feet southerly therefrom be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (c) **No. 411 Upper Wentworth Street
- Request for a Reserved
"Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1994 February 7 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Crockett Street commencing at a point 59 feet east of Upper Wentworth Street and extending to a point 26 feet easterly therefrom; and
 - (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Laplante, No. 411 Upper Wentworth Street; and
 - (c) That the City Traffic By-law 89-72 be amended accordingly.
- (d) **Intersection of Cloverhill Road
and Brantdale Avenue - Corner Clearance**

The Committee was in receipt of a report dated 1994 February 4 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the north side of Brantdale Avenue commencing at a point 86 feet west of Cloverhill Road and extending to a point 70 feet east of Cloverhill Road; and
 - (b) That the City Traffic By-law 89-72 be amended accordingly.
- (e) **Hudson Court between Columbia Drive
and the westerly end of Hudson Court**

The Committee was in receipt of a report dated 1994 February 11 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Hudson Court commencing at Columbia Drive and extending to the westerly end including the bulb of the court; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(f) **Richwill Road between West 5th Street and West 3rd Street**

The Committee was in receipt of a report dated 1994 February 11 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Richwill Road between West 5th Street and West 3rd Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(g) **Sherman Avenue South
between Cumberland Avenue and Delaware Avenue**

The Committee was in receipt of a report dated 1994 February 15 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the west side of Sherman Avenue South between Cumberland Avenue and Delaware Avenue; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(h) **West Side of Oriole Crescent between
Martha Street and Glengrove Avenue**

The Committee was in receipt of a report dated 1994 February 16 from the Director of Traffic Services respecting the above-noted subject.

At the request of Alderman D. Wilson, the Committee agreed that the item be tabled.

(i) **Leeming Street adjacent to No. 431 Cannon Street East
Request to Removal a Reserved "Permit Parking" Space
For a Disabled Resident**

The Committee was in receipt of a report dated 1994 February 17 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the east side of Leeming Street which commences at a point 31 feet north of Cannon Street East and extends to a point 18 feet northerly therefrom, be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(j) **Valecrest Avenue between Princeton Drive and Elmhurst Drive**

The Committee was in receipt of a report dated 1994 February 18 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Valecrest Avenue between Princeton Drive and Elmhurst Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

Subsequently, the Committee approved that the following be added as sub-section (c):

- (c) That the Board of Education for the City of Hamilton be requested to provide additional on-site parking for students and staff at Sherwood Secondary School.

ii. **Intersection Control**

(a) **Intersection of Beechwood Avenue and Cavell Avenue**

The Committee was in receipt of a report dated 1994 January 19 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved that this recommendation be tabled in order that a delegation be brought to the Committee on this issue at the next meeting.

(b) **Intersection of Princeton Drive and Valecrest Avenue**

The Committee was in receipt of a report dated 1994 January 21 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the westbound traffic on Valecrest Avenue be required to stop for northbound and southbound traffic on Princeton Drive; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(c) **Intersection of Ossington Drive and Upper Gage Avenue**

The Committee was in receipt of a report dated 1994 February 3 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That westbound traffic on Ossington Drive be required to stop for northbound and southbound traffic on Upper Gage Avenue; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

iii. **Request for a School Bus Loading Zone**

North side of Rebecca Street, east of John Street North

The Committee was in receipt of a report dated 1994 February 4 from the Director of Traffic Services respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That a "No Parking-Loading Only" regulation be implemented on the north side of Rebecca Street commencing at a point 93 feet east of John Street North and extending to a point 45 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

C. **DIRECTOR OF PUBLIC WORKS**

Appointment of Municipal Weed Inspectors

The Committee was in receipt of a report dated 1994 February 22 from the Director of Public Works respecting the above-noted subject.

The Committee approved the following recommendation:

That the City Solicitor be authorized and directed to amend By-law No. 87-144, appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 24 inspectors:

R. Aldridge	R. Del Conte	D. Pomfret
A. Boers	R. Farthing	J. Pook
P. Booker	C. Gibbs	R. Pyne
R. Boutcher	R. Guenther	S. Taylor
J. Bovaird	L. Major	P. Tompkins
D. Boyer	A. Mancini	J. Turner
R. Campanella	A. Marshall	A. Unelli
D. Cowan	T. Perry	R. Yanke

D. **DIRECTOR OF PROPERTY**

i. **Sale of Lands to the Region,
Part of 1123 and 1129 Upper Wentworth Street for roadway purposes**

The Committee was in receipt of a report dated 1994 February 18 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase, executed by Regional Officials, on 1994 February 7 and scheduled for closing on or before 1994 May 2, for the purchase by the Regional Municipality of Hamilton-Wentworth of part of Lot 10, Concession 7, formerly in Barton Township, now in the City of Hamilton, having a frontage along the easterly limit of Upper Wentworth Street of 177.99 feet (54.254 metres) more or less, by a depth of 27 feet (8.245 metres) more or less, shown as Parts 2 to 7 on Plan 62R-8965, be approved and completed and the funds derived from this sale of \$13,860. be credited to Account No. CH4X501 00102 (Property Sales - Reserve for Property Purchases).
- (b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor.

ii. **Sale of Road Allowance**
West Side of Upper Kenilworth Avenue,
south of Limeridge Road to the abutting owners

The Committee was in receipt of a report dated 1994 February 17 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase (Highway Closure), executed by Stanley Charkot and Alicia Charkot, on 1994 February 14 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 154 Solomon Crescent, containing 88.2 square metres (949.4 square feet) more or less, shown as Parts 12, 13 and 30 on Plan 62R-11488, be approved and completed and the funds derived from this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).
- (b) That the required deposit cheque in the amount of \$50. be held by the City Treasurer pending approval of this transaction.
- (c) That an Offer to Purchase (Highway Closure), executed by Dimitrius Giovis and Evaggelia Giovis, on 1994 February 14 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 158 Solomon Crescent, containing 136.8 square metres (1,472.55 square feet) more or less, shown as Parts 11, 14 and 29 on Plan 62R-11488, be approved and completed and the funds derived from this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).
- (d) That the required deposit cheque in the amount of \$50. be held by the City Treasurer pending approval of this transaction.
- (e) That an Offer to Purchase (Highway Closure), executed by Ralph Condello and Elaine Condello, on 1994 January 30 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 162 Solomon Crescent, containing 136.8 square metres (1,472.55 square feet) more or less, shown as Parts 10, 15 and 28 on Plan 62R-11488, be approved and completed, and the funds derived from this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).
- (f) That the required deposit cheque in the amount of \$50. be held by the City Treasurer pending approval of this transaction.

- (g) That an Offer to Purchase (Highway Closure), executed by James Johnman and Agnes Johnman, on 1994 January 20 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 166 Solomon Crescent, containing 136.9 square metres (1,473.62 square feet) more or less, shown as Parts 9, 16 and 27 on Plan 62R-11488, be approved and completed and the funds derived from this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).
- (h) That the required deposit cheque in the amount of \$50. be held by the City Treasurer pending approval of this transaction.
- (i) That an Offer to Purchase (Highway Closure), executed by Samuel Benjamin and Joan Benjamin, on 1994 January 20 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 170 Solomon Crescent, containing 136.8 square metres (1,472.55 square feet) more or less, shown as Parts 8, 17 and 26 on Plan 62R-11488, be approved and completed and the funds derived from the this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).
- (j) That the required deposit cheque in the amount of \$50. be held by the City Treasurer pending approval of this transaction.
- (k) That an Offer to Purchase (Highway Closure), executed by Ronald Roscovich and Janet Roscovich, on 1994 January 31 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 174 Solomon Crescent, containing 136.8 square metres (1,472.55 square feet) more or less, shown as Parts 7, 18 and 25 on Plan 62R-11488, be approved and completed and the funds derived from the this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).
- (l) That the required deposit cheque in the amount of \$50. be held by the City Treasurer pending approval of this transaction.
- (m) That an Offer to Purchase (Highway Closure), executed by Charlie Cino and Patricia Cino, on 1994 January 22 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 178 Solomon Crescent, containing 169.7 square metres (1,826.69 square feet) more or less, shown as Parts 6, 19 and 24 on Plan 62R-11488, be approved and completed and the funds derived from the this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).

- (n) That the required deposit cheque in the amount of \$50. be held by the City Treasurer pending approval of this transaction.
- (o) That an Offer to Purchase (Highway Closure), executed by Maria Benvenga, on 1994 February 3 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 182 Solomon Crescent, containing 260.4 square metres (2,803.01 square feet) more or less, shown as Parts 5, 20 and 23 on Plan 62R-11488, be approved and completed and the funds derived from the this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).
- (p) That the required cash deposit in the amount of \$50. be held by the City Treasurer pending approval of this transaction.
- (q) That an Offer to Purchase (Highway Closure), executed by Dan Cooper and Sherrill Dawn Marie Cooper, on 1994 January 25 and scheduled to close within thirty (30) days of fulfilment of all conditions as set out in paragraph number 9 of said agreement, but in any event, no later than 1995 May 10, for the sale of part of Lot 3, Concession 7, formerly in the geographic Township of Barton, and part of Block A, Plan M-235, located at the rear of 186 Solomon Crescent, containing 263.9 square metres (2,840.6 square feet) more or less, shown as Parts 21 and 22 on Plan RB-H-503 Surveys, be approved and completed and the funds derived from this sale of \$501. be credited to the following accounts: \$1. credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchases) and \$500. credited to Account No. CH59050 30001 (Outside Recoveries - External Real Estate Administration).
- (r) That the required deposit cheque in the amount of \$50. be held by the City Treasurer pending approval of this transaction.
- (s) That the City's deed to the Purchasers is subject to the necessary easements in favour of any utilities.
- (t) That the Regional Surveyor be directed to establish Part 1 on Plan RB-H-503 Surveys and Part 31 on Plan 62R-11488, as reserves to prevent vehicular access onto Limeridge Road East and Upper Kenilworth Avenue.
- (u) That the Mayor and City Clerk be authorized and directed to execute the necessary documents to finalize these transactions.

iii. Bus Shelter Installation

Limeridge Road East at Upper Kenilworth, Part 1, Unregistered Regional Survey Plan No. RB-H-503 Surveys, South/West Corner

The Committee was in receipt of a report dated 1994 January 31 from the Director of Property respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That approval be granted to the Hamilton Street Railway Company to maintain a 5 foot bus shelter located at the intersection of Limeridge Road East and Upper Kenilworth Avenue, south/west corner, Part 1, Unregistered Regional Survey Plan No. RB-H-503 Surveys, at an annual fee of \$1. to be credited to Account No. CH44104 31106 (Rent/Fees - Civic Property).
- (b) That it be understood and agreed that the Hamilton Street Railway Company will remove said bus shelter if required by the City for any purpose, given thirty (30) days written notice without reservation.
- (c) That it be understood and agreed that upon execution of the Transit Shelter Licence Agreement, the Hamilton Street Railway Company agrees to register said agreement on Title to the City's lands and provide the City with a duplicate registered copy of said agreement.
- (d) That the Mayor and City Clerk be authorized and directed to execute the necessary Licence Agreement in a form satisfactory to the City Solicitor.

E. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**i. Temporary Road Closure**

Annual Around the Bay Road Race

The Committee was in receipt of a report dated 1994 February 23 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

That the application of P. Rhodes, to close Bay Street North from Barton Street to Burlington Street West from 11:30 a.m. to 12:30 p.m. on Sunday, 1994 March 27, to hold the Around The Bay Road Race, be approved, subject to the following conditions:

- (a) That approval from the Regional Police Services be received;
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;
- (d) That all barricading be supplied by and at the expense of the applicant;
- (e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

- (g) That no property owner or resident within the barricaded area be denied access to their property upon request;
 - (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- ii. (a) **Discharge of Encroachment Agreement/Encroachment Agreements**

(a) **355 - 357 MacNab Street North**

The Committee was in receipt of a report dated 1994 February 16 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the Encroachment Agreement for 355 - 357 MacNab Street North, registered as Instrument No. 1217, be discharged;
- (b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, which will be registered in a form satisfactory to the Law Department, upon City Council approval.

(b) **Encroachment Agreements**

The Committee was in receipt of a report dated 1994 February 17 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "A", and attached hereto, be approved during the pleasure of City Council provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- (c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

iii. Street Incorporation

The Committee was in receipt of a report dated 1994 February 17 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the street in order to complete the final street width or to provide access to newly registered subdivision developments:

Danson Drive	Block 145	Plan 62M-679
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- (b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council; and,
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

iv. 1994 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1994 February 16 from the Senior Director, Roads Department respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the submitted schedule of works be adopted for inclusion in the subdivision agreement with the Owners for the estimated cost of services in:

"CLAUDETTE GARDENS - PHASE 5", Hamilton

City's Share - \$ 46,111.20 Owner's Share - \$ 152,953.97

"CLAUDETTE GARDENS - PHASE 6", Hamilton

City's Share - Nil Owner's Share - \$ 25,202.60

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreements with the owners of "Claudette Gardens - Phase 5", Hamilton and "Claudette Gardens - Phase 6", Hamilton as well as any other related documents for these developments, subject to the approval of the City Solicitor.
- (c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the final plans and subdivision agreements have been registered.
- (d) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for Pre-Servicing.
- (e) That the City's share of services in "Claudette Gardens - Phase 5", Hamilton (\$ 46,111.20) be approved and the Finance and Administration Committee recommend the source of funding.

F. MANAGER OF PURCHASING**Supply and Delivery of Traffic Poles and Arms during 1994, Traffic Department**

The Committee was in receipt of a report dated 1994 February 21 from the Manager of Purchasing respecting the above-noted subject.

The Committee approved the following recommendation:

That a purchase order be issued to Sentinel Pole & Traffic Equipment Limited, Mississauga, for the supply and delivery of Traffic Poles and Arms as and when required during 1994, being the lowest tender received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender as attached, and be financed through Traffic Signal Materials Account No. 56152 75999.

G. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

**i. Ontario Traffic Conference, 44th Annual Convention
1994 May 29 to June 1, Owen Sound, Ontario**

The Committee was in receipt of a report dated 1994 February 24 from the Secretary, Transport and Environment Committee respecting the above-noted subject.

The Committee approved the following recommendation:

- (a) That the Chairman or his designate be authorized to attend the Ontario Traffic Conference 44th Annual Convention to take place on 1994 May 29 to June 1, Owen Sound, Ontario.
- (b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1994 Operating Budget.

ii. Information Reports

The Committee was in receipt of an information report dated 1994 February 22 from the Secretary, Transport and Environment Committee respecting Information Reports.

The Committee approved the following recommendation:

That the information reports listed below that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
1994 January 20	Murray Main Director of Traffic Services	Attendance at the 73rd Annual Meeting of the Transportation Research Board	1994 January 25
1994 January 25	Chris Firth-Eagland Manager of Streets and Sanitation, Public Works Department	1994 Snow Removal	1994 January 25
1994 January 27	Doug Lobo, Director of Public Works	Green Streets Canada - Municipal Tree Planting Recognition Program	1994 January 27
1994 January 28	Joe Pavelka, C.A.O. and George Baker, Fire Chief	Henkel Property - 162 Ward Avenue Environmental Field Work	1994 January 28
1994 Feb. 4	Alderman M. Kiss	Henkel Property Field Work - Gas Leak and Groundwater Technology's two hour delay in notification of the City's Fire Department.	

3. DIRECTOR OF PUBLIC WORKS**Proposed transfer of Local Road Functions from the Region to the City:
Development Control, Encroachments and Road Closures**

The Committee was in receipt of a report dated 1994 February 24 from the Director of Public Works respecting the above-noted subject.

The Committee discussed the need for Regional input on the implications of the transfer of the local road functions from the City to the Region and following considerable discussion, the Committee approved the following recommendation:

That subject to comments being received from the Regional Municipality of Hamilton Wentworth, the following recommendations be approved;

- (a) That the administration of Development Control, Road Closures and Encroachments be transferred from the Region's Roads Department to the City of Hamilton, Public Works Department effective 1994 May 2.
- (b) That the following positions be created in the Public Works Department and filled in accordance with past practice when there has been a transfer of functions between the City of Hamilton and the Regional Municipality of Hamilton-Wentworth:

Project Manager (Development)
Development Co-ordinator (Transportation)
Land Development Technologist
Road Programming Technician

- (c) That the title of the position of Operations Engineer (Public Works) be changed to Manager, Programming and Development.
- (d) That the job descriptions for the positions listed in (b) and (c) above be forwarded to the Commissioner of Human Resources.

RECORDED VOTED:

FOR: Alderman Merling, Alderman Kiss, Alderman Morelli,
Alderman Wilson, Alderman Jackson, Alderman D'Amico.

OPPOSED: Alderman Agro, Alderman Eisenberger. **CARRIED.**

4. REFERRAL FROM CITY COUNCIL**(a) White Goods Collection and CFC Removal Demonstration Project**

The Committee was receipt of correspondence from the Regional Clerk respecting Item 10 of the Hamilton-Wentworth Regional Municipality's Environmental Services Committee Report 3-94 received by City Council at its meeting held 1994 February 22 and referred to the Transport and Environment Committee.

The Committee agreed that the item be received.

(b) 1994 Proposed Reduction Packages

The Committee was in receipt of correspondence from the City Clerk respecting 1994 Proposed Reduction Packages which had been referred to the Transport and Environment Committee by City Council at its special meeting held 1994 February 11.

The Committee agreed to move in camera to discuss the 1994 Proposed Reduction Packages. Following the in camera session, the Committee approved the following recommendation:

That the 1994 Proposed Reduction Packages be received and the Director of Public Works in consultation with the Management Team be directed to report back to the next meeting of the Transport and Environment Committee and Parks and Recreation Committee on alternatives to the 1994 Proposed Reduction Package - Seasonal Layoff(s).

5. ALDERMAN V.J. AGRO

Crescent Oil, 136 Cannon Street West, Hamilton

The Committee agreed to move in camera to discuss the Crescent Oil - 136 Cannon Street West issue. Following an in camera session, the Committee approved the following recommendation:

That the Director of Property, Director of Public Works, the Director of Traffic Services, the Director of Local Planning, Building Commissioner and City Solicitor be directed to meet and discuss and prepare a report respecting a solution to the industrial/residential conflicts occurring in the area of 136 Cannon Street West and 118 Caroline Street North as well as the issue of implementing no stopping regulations in the area of the Crescent Oil Company.

6. REFERRAL FROM THE COMMITTEE OF THE WHOLE**Ranking of Projects - the Proposed Canada/Ontario Infrastructure Work Program**

The Committee was in receipt of correspondence from the City Clerk dated 1994 February 25 respecting Referral from the Committee of the Whole respecting the above-noted subject.

Following discussion, the Committee approved the following recommendation:

- (a) That the following list of projects under the jurisdiction of the Transport and Environment Committee be considered by the Committee of the Whole in the overall ranking of the City's "Canada/Ontario Infrastructure Works Program" submission.

<u>Project No.</u>	<u>Department</u>	<u>Project Description</u>	<u>Gross Cost</u>
81.2	PWD-L	Roadways and Sidewalks Reconstruction Program - Local Roads (Part)	\$3,000,000.
85.0	PWD-S	Ferguson Yard - Construction - Phase 1 and 2	\$320,000.

- (b) That the Committee of the Whole be requested to consider the "Roadways and Sidewalks Reconstruction Program - Local Roads" as a high priority in the overall ranking of the City's "Canada/Ontario Infrastructure Works Program" submission.

7. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved

**ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE**

**K. C. Christenson
Secretary**

1994 February 28

KCC:mjw

3.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 9

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

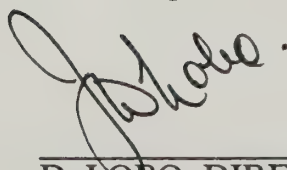
FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Streets & Sanitation Division Budget Reduction

RECOMMENDATION:

That the following recommendations be approved and forwarded to the Committee of the Whole and City Council for consideration as a component of the overall City 1994 current budget deliberations.

- (a) That the current budget for the Streets and Sanitation Division be reduced by \$330,000 recognizing that:
- \$150,000 of these savings will be achieved through a supervisory reorganization which eliminates 3 General Foreman positions, and that;
 - \$180,000 of these savings will be achieved by filling 7 vacant concrete finisher and 2 vacant asphalt raker positions, on a seasonal basis.
- (b) That the organizational format for the Streets & Sanitation Division supervisory level, as outlined in the attached Schedule "A" be approved for implementation on November 1, 1994, with referral to the Human Resources Centre respecting job descriptions and salary classifications.
- (c) That the Director of Public Works and the Commissioner of Human Resources be authorized to hold discussions with the C.U.P.E. Local 5 Executive, towards the inclusion of a "seasonal" designation for specific positions within the next Collective Agreement with the Union.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

A. Streets & Sanitation Division

From a staffing perspective, the proposed reorganization format represents a reduction in 3 mid-management positions. The elimination of these 3 General Foreman positions will result in an increased level of responsibility for the remaining 3 General Foreman and the 1041 Supervisors within the division. Subsequently, revised job descriptions will be forwarded to the Human Resources Centre for wage evaluation.

Designating the currently vacant positions of concrete finisher and asphalt raker as seasonal will result in an annual net reduction of 4.5 man years. Due to the seasonal nature of the specific duties inherent in these positions and recent improvements to the winter operations equipment fleet, these positions are not required on a year round basis.

Pending discussions with the Unions, the layoff procedures currently within the Collective Agreement will be used to accomplish this. Applicants for these positions will be notified of their seasonal nature.

It is important to note that the total reduction of positions within this step of the overall Streets & Sanitation Division restructuring will NOT reduce the level of service to the public.

Approval of this proposal will bring the total number of full time positions eliminated from this Division to 33 in 1994.

This was accomplished through the following steps:

- | | | |
|----|--|----------------------|
| a) | Various approved current budget reduction packages | 7.5 positions |
| b) | Conversion to two-man sanitation crews | 18 positions |
| c) | Proposed supervisory reorganization and seasonal positions | <u>7.5 positions</u> |

Total positions reduced within Streets & Sanitation Division (1994) 33 positions

The financial implications contained in this proposal would include a current budget reduction totalling \$330,000.

These savings are derived as follows:

3 General Foreman positions X \$66,415 each	\$199,245
9 seasonal positions X \$20,000 each	<u>180,000</u>
	\$379,245

minus estimated funding to remain within the department to finance potential wage reclassifications	<u>-(\$49,245)</u>
---	----------------------

Total Available Savings	\$330,000
-------------------------	-----------

Approval of this proposal will bring the total savings achieved through reductions to the 1994 current budget from this Division to \$1,131,675.

This was accomplished through the following steps:

a)	Various approved current budget reduction packages	\$ 280,780
b)	Conversion to two-man sanitation crews	520,895
c)	Proposed supervisory reorganization and seasonal positions	<u>330,000</u>
	Total reduction Streets & Sanitation (1994)	\$1,131,675

BACKGROUND:

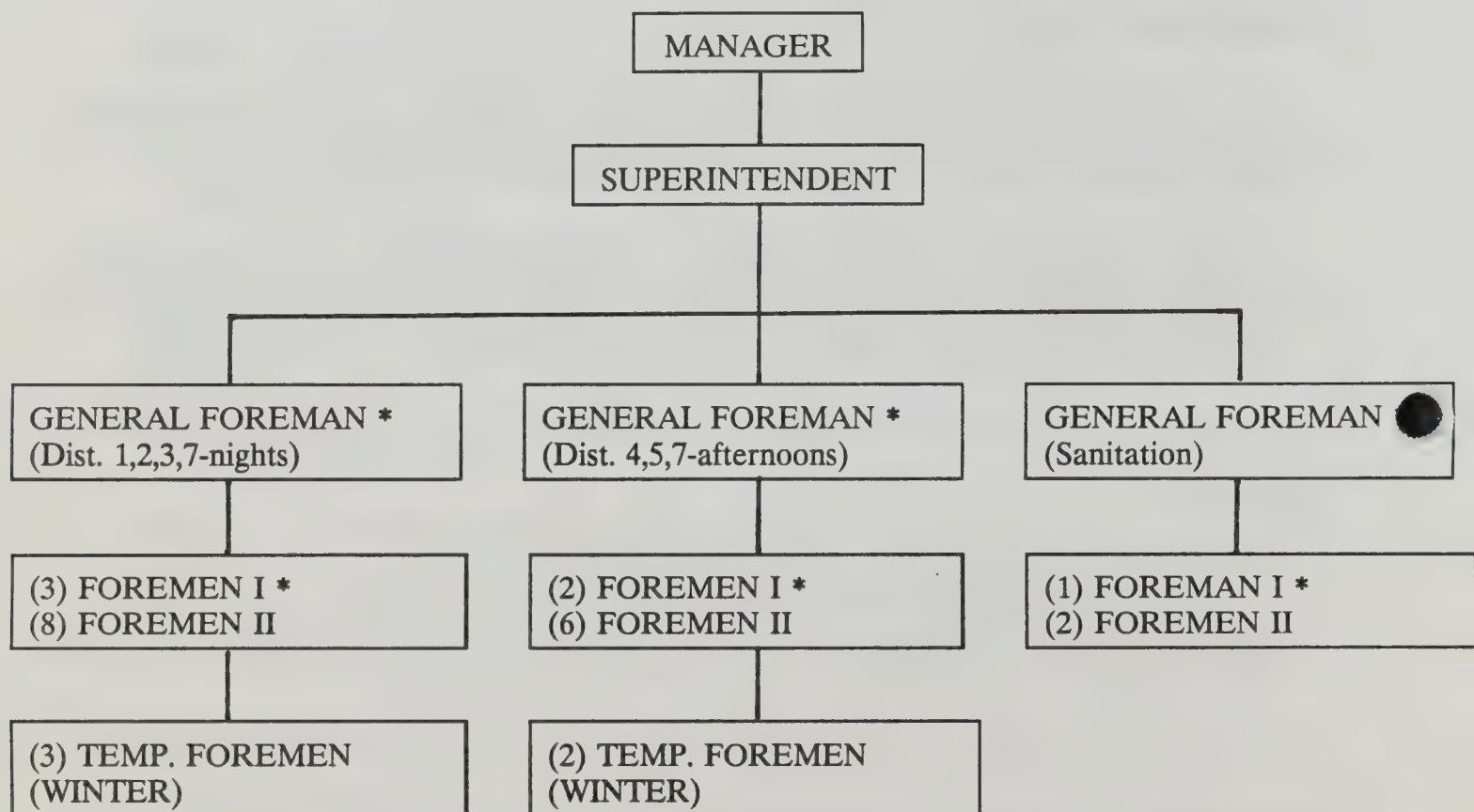
At its meeting held on February 28, 1994, the Transport & Environment Committee directed Public Works staff to prepare a current budget reduction package based upon supervisory level reorganization and filling of specific vacant positions on a seasonal basis.

A similar report has been forwarded to the Parks and Recreation Committee which, if approved, will include an additional \$200,000 in reductions bringing the Departmental total through both initiatives to \$530,000. The proposed formate for the reduction within the Parks Division budget is through the filling of vacant positions on a seasonal basis.

 CFE/jdh

c.c. J. Pavelka, P.Eng., Chief Administrative Officer
c.c. J. Johnson, Commissioner of Human Resources
c.c. A. Ross, City Treasurer

DEPARTMENT OF PUBLIC WORKS
STREETS & SANITATION DIVISION
PROPOSED ORGANIZATIONAL CHART



Note: * denotes positions with increased responsibilities, job diversity and re-evaluation of the revised job functions is a mandatory component of the restructuring proposal.

While staffing levels vary seasonally the employee to supervisor ratios exceeds 10:1.

CITY OF HAMILTON
- RECOMMENDATION -

4(a)

DATE: 1994 March 7

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Appointment of Parking Control Officers [TEC-49-94]

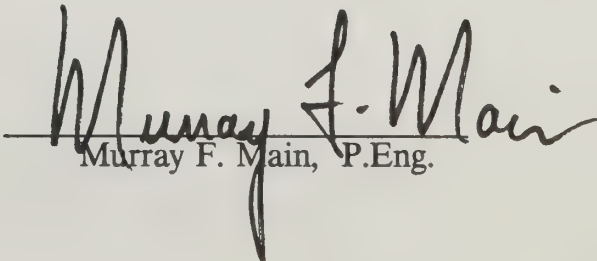
RECOMMENDATION:

- (a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Colin Vale
Andrew Boyle
Wayne DiLabbio
Richard McMillan
Leo Lavoie

- (b) That the following appointments as Parking Control Officers be repealed:

Wayne Dans
Joanne Wigmore
Melissa Gould
Hugh Hamilton


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the City of Hamilton Traffic Department, it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Act.

¹
MH/jd

4(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

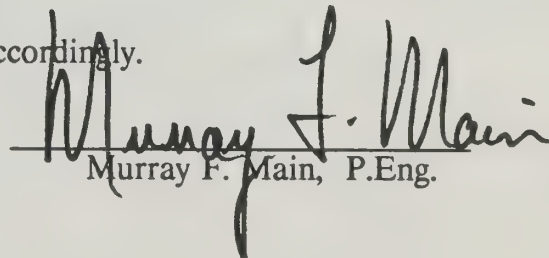
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 81 Tom Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-46-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Tom Street commencing at a point 166 feet west of Dundurn Street North and extending to a point 16 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Ruth-Ann Smith, No. 80 Tom Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Ruth-Ann Smith, No. 80 Tom Street, that a reserved "Permit Parking" space be designated on the south side of the street in front of No. 81 Tom Street, since she is disabled.

Tom has a 25 foot pavement width, and presently, there is a parking prohibition on the north side and unrestricted parking on the south side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possesses a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Smith possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Staff has contacted Mr. Webster, No. 81 Tom Street and he has stated that he supports the requested regulation in front of his property. Therefore, the Traffic Department concurs with the request.

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MT/CVB/kg



SITE PLAN CONTROL
BY-LAW 81-107

SITE PLAN CONTROL
BY-LAW 80-013

A/S-569

SITE PLAN CONTROL
BY-LAW 81-025

A/S-450

SITE PLAN CONTROL
BY-LAW 80-013

A/S-450

D/S-450

E-3/S-368

4(cxi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

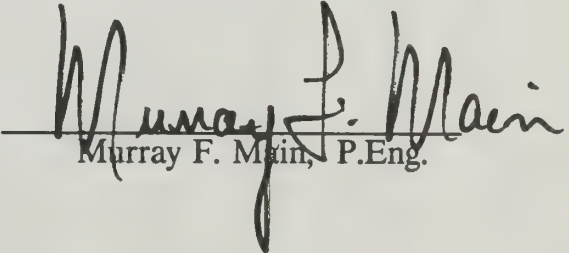
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East 23rd Street between Concession Street and Crockett Street - Parking Regulations.
[TEC-43-94]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of East 23rd Street commencing 148 feet south of Concession Street and extending to Crockett Street; and on the west side commencing 73 feet south of Concession Street and extending to Crockett Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual change for each parking permit will off-set the cost to some degree.

BACKGROUND:

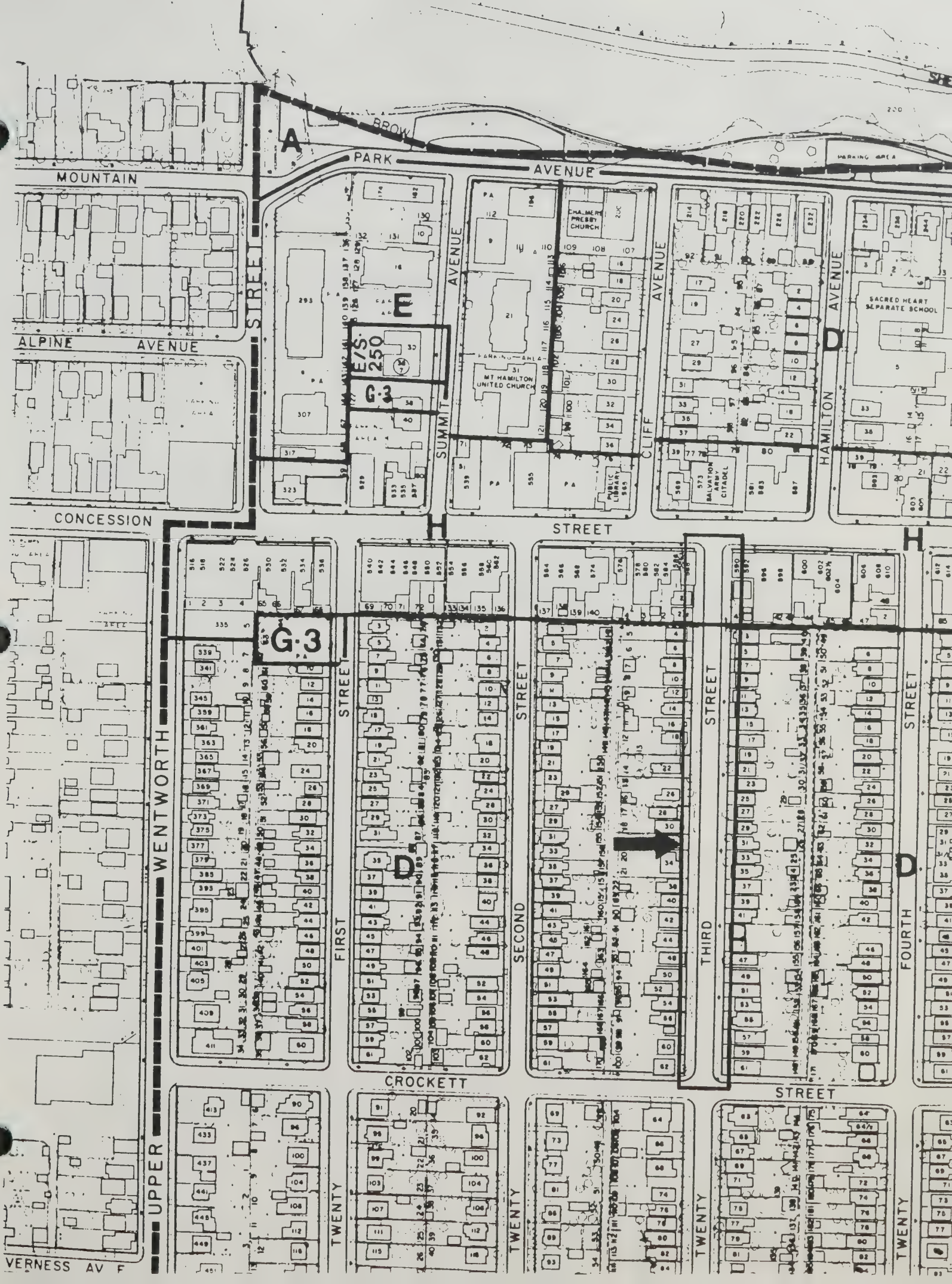
The Traffic Department has received a petition signed by representatives of 42 of the 57 one, two and three family dwellings abutting East 23rd between Concession and Crockett requesting that a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday"

regulation be implemented on both sides of the street in this block. Thirty-seven residents support the requested regulation, four are opposed and one resident expressed no opinion.

East 23rd has a 28 foot pavement width and presently, there is unrestricted parking of both sides of the street in this block except for two metered parking spaces on the west side of the street, immediately south of Concession. There is also a "No Parking" regulation on the east side of the street between Concession and a point 148 feet southerly.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of and visitors to the Henderson Hospital. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit regulation. Therefore, since 65 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

ca *Th*
CVB/MH/ca



A

PARK AVENUE

MOUNTAIN AVENUE

ALPINE AVENUE

CONCESSION STREET

STREET

WENTWORTH STREET

UPPER STREET

VERNE AVENUE

CROCKETT STREET

STREET

TWENTY

TWENTY

TWENTY

TWENTY

FIRST STREET

SECOND STREET

THIRD STREET

FOURTH STREET

G-3

G-3

CHAMBER PRESBYTERIAN CHURCH

MT. HAMILTON UNITED CHURCH

SACRED HEART SEPARATE SCHOOL

SALVATION ARMY CITADEL

4(c)(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

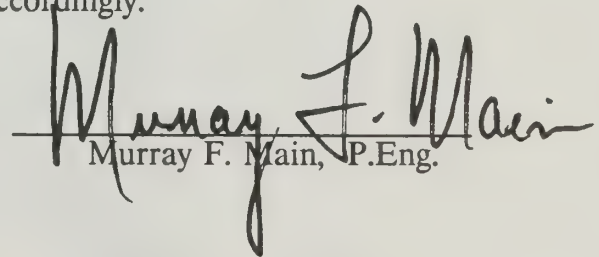
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of King William Street between James Street North and John Street North -
Parking Regulation. [TEC-45-94]

RECOMMENDATION:

- a) That the duration of parking meters on the north side of King William Street between James Street North and John Street North be increased from half hour to one hour; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main, P.Eng.

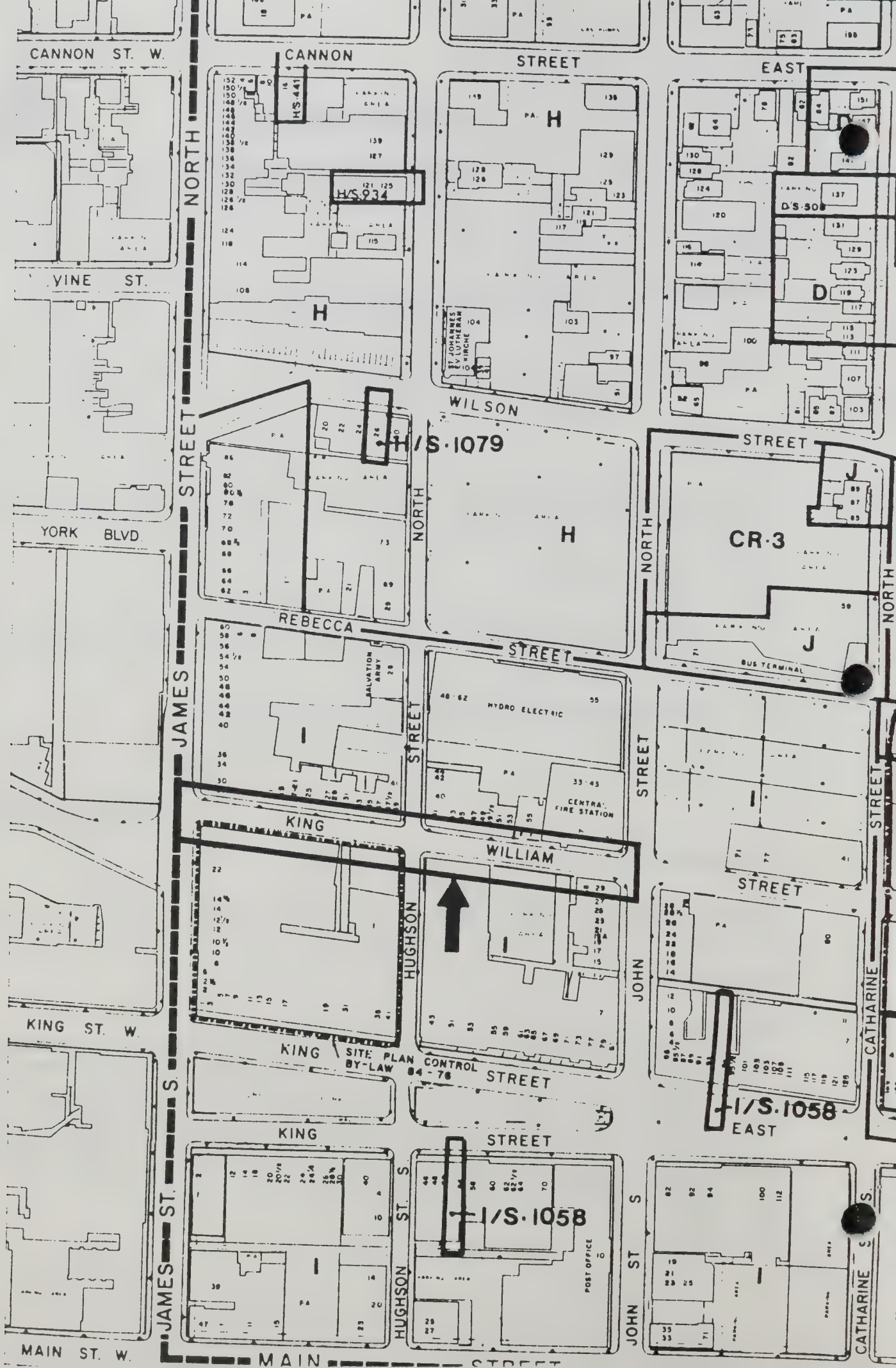
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of replacing the subject meters.

BACKGROUND:

The Hamilton Parking Authority has advised of requests that the parking meters on the north side of King William between James and John be changed from a half-hour duration to a one hour duration. The Traffic Department has determined that one hour metered parking would be more suitable due to the nature of the businesses in this block, ie. hair salon, barber shop, restaurants, and a travel agency. Therefore, the Traffic Department concurs with the request. Alderman Vince Agro and Alderman Bill McCulloch have also indicated their support for this requested change.


CVB/MH/ca



CANNON ST. W.

CANNON

STREET

EAST

VINE ST.

NORTH

JAMES

ST.

STREET

NORTH

JAMES

ST.

STREET

NORTH

JAMES

ST.

STREET

NORTH

JAMES

YORK BLVD.

REBECCA

WILSON

STREET

CR-3

STREET

KING

WILLIAM

STREET

KING ST. W.

KING

SITE PLAN CONTROL BY-LAW 84-78

STREET

KING

STREET

MAIN ST. W.

MAIN

STREET

JOHN ST.

CATHARINE ST.

H/S-1058 EAST

H/S-1058

POST OFFICE

5(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 3

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Annual Supply of Asphaltic Concrete and Bituminous
Materials, Public Works Department

RECOMMENDATION:

That purchase orders be issued for the supply of Asphaltic Concrete and Bituminous Materials as and when required during 1994 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and financed through Stock Materials Account No. CH56197 60999, as follows:

Cayuga Materials & Construction, Cayuga

Asphalt Surface Course H.M.3	\$40.00
Asphalt Binder Course H.M.5	36.75

Standard Asphalt, Hamilton

Asphalt Surface Course H.M.3	\$43.00
Asphalt Binder Course H.M.5	39.00
Cold Laid Patching Material	63.75
Concrete Patching Mixture	88.75

Taro Aggregates, Stoney Creek

Asphalt Surface Course H.M.3	\$41.00
Asphalt Binder Course H.M.5	39.00

Norjohn Limited, Thorold

Cationic Emulsion CRS-2	delivered	0.2817 litre
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McAsphalt Industries, Scarborough

Crack Sealing Material	delivered	0.5465 litre
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TCG Materials, Brantford

Concrete Patching Mixture	delivered	80.00 (QPR2000)
		89.00 (Fine Mix QPR2000)

RECOMMENDATION: Cont'd.

GST and PST extra where applicable. Prices per tonne, picked up, unless otherwise specified.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

\$1,790,407.24 was spent in 1993 for this commodity. See spreadsheet attached for comparison prices. Loaded on City of Hamilton trucks at Contractors' plants unless otherwise indicated. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site. The vendor for Cold Laid Patching Material was selected on the basis of yard location for pickup. Standard Asphalt is located in Hamilton. The two lower suppliers located in Puslinch and Brantford.

Ref: C19-27-93

ANNUAL SUPPLY OF ASPHALT - 1994
PRICE PER TONNE - ALL TAXES EXTRA

DELIVERY "P" - LOADED ON TRUCKS AT CONTRACTOR'S PLANT APRIL 15 TO DECEMBER 31
DELIVERY "D" - DELIVERED WITHIN CITY AND REGIONAL LIMITS

	<u>ASPHALT SURFACE COURSE H.M.3</u>		<u>ASPHALT BINDER COURSE H.M. 5</u>	
	<u>"P"</u>	<u>"D"</u>	<u>"P"</u>	<u>"D"</u>
CAYUGA MATERIALS	\$40.00	NO BID	\$36.75	NO BID
TARO AGGREGATES	\$41.00	NO BID	\$39.00	NO BID
STANDARD ASPHALT	\$43.00	NO BID	\$39.00	NO BID
CAPITAL PAVING	\$37.67	NO BID	\$36.37	NO BID
TCG MATERIALS	\$42.50	NO BID	\$38.50	NO BID

PART 2 - PRICE PER LITRE, FOB VARIOUS CITY YARDS

	<u>CATIONIC ASPHALT EMULSIONS CRS-2</u>	<u>COST TO SUPPLY TANK</u>	<u>SURCHARGE TO FILL STORAGE TANKS</u>
NORJOHN LIMITED	\$0.2817	NO CHARGE	NO CHARGE
T.J. POUNDER (ONTARIO) LTD.	\$0.348	NIL	NIL
MC ASPHALT INDUSTRIES	\$0.3235	\$100 PER DAY	\$.015 PER LITRE
ASPHALT ENGINEERING	\$0.290	NO CHARGE	NO CHARGE

PART 3 - PRICE PER TONNE
ALL TAXES EXTRA

COLD LAID STOCKPILED
PATCHING MATERIAL MIXTURE

PICKED UP

\$63.75

STANDARD ASPHALT

\$47.20

CAPITAL PAVING

\$50.00

TCG MATERIALS

\$65.00

TARO AGGREGATES

NO BID

NORJOHN LIMITED

PART IV - CRACK SEALING MATERIAL

\$0.5465 per litre

MC ASPHALT INDUSTRIES

\$0.31 per pound
\$0.83 per litre

HYDROTECH MEMBRANE

\$0.608

PERMAQUIK

PREMIUM (PERMANENT) ASPHALTIC
CONCRETE PATCHING MIXTURE
(QPR2000, HPR OR EQUIVALENT)
PICKED UP DELIVERED

\$92.75 QPR2000 \$ 96.75

\$88.75 RDM 6000 \$ 92.75

\$90.00 HPR \$ 92.00

\$80.00 QPR2000 \$ 80.00

\$89.00 \$ 89.00

FINE MIX QPR2000

NO BID NO BID

\$110.00 \$115.00

Norjohn Premium

PRODUCT NAME

Beram - 190 McAsphalt, Bemac - A Div. of
McAsphalt Industries Limited
Sealz 6160

PQ6190 (Permaquik)

5(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 3

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Annual Supply and Delivery of Chemicals, Public Works
Department

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Chemicals as and when required during 1994 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tenders and be financed through Stock Materials Account No. CH56197 60999, as follows:

Canadian Protective Products, Pickering

Flake Calcium Chloride	\$0.30275 per kg.
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Pollard Highway Products, Harrow

Liquid Calcium Chloride	\$0.1010 per litre
-------------------------	--------------------

GST and PST extra where applicable.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

\$67,515 was spent in 1993 for this commodity. See spreadsheet attached for comparison prices.

CHEMICALS - 1994

ALL TAXES EXTRA

Price Per Unit, F.O.B. City Yards As Noted

<u>SUPPLIER</u>	<u>Flake Calcium Chloride in 40 kg Bags per kg</u>	<u>Liquid Calcium Chloride per litre Equivalent Metric Tonne</u>
STANCHEM - ORIGIN	\$0.358/kg. Malton - Prices based on deliveries of 5 X 35 bags per pallet deliveries minimum. Pallet deposit \$20.00	NO BID
GENERAL CHEMICAL - ORIGIN	\$0.3155/kg. Amherstburg \$315.45/mt. Pricing based truckloads of 26.6 MT each. Returnable pallets available at \$20/ea. plus GST when returned prepaid to Amherstburg.	NO BID
ACAPULCO POOLS - ORIGIN	\$0.445/kg. Canada - Skid deposit \$20.00 each	NO BID
QUADRA CHEMICALS - ORIGIN	\$0.38/kg. 5 MT.lots Belgium - 25 kg. bags only	NO BID
DA-LEE DUST CONTROL - ORIGIN	\$0.37675/kg. Stoney Creek	\$0.0989/litre \$161.42 per flake equivalent metric tonne
CANADIAN PROTECTIVE - ORIGIN	\$0.30275/kg. Pickering - Packaged in 40 kg. poly bags - 30 per skid	NO BID
POLLARD - ORIGIN	\$0.3441/kg. Amherstburg Based on 23,000 kg. deliveries Multiple drops: \$57.20/drop after the 1st drop. Returnable pallets available for \$20/ea. Refundable when returned prepaid to Amherstburg.	\$0.1010 Amherstburg Price based on delivery to storage tanks at Works Yards

5141

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 3

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Annual Supply and Delivery of Mixed Portland Cement
Concrete, Public Works Department

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Mixed Portland Cement Concrete as and when required during 1994 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders and be financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Dufferin Concrete Products, Hamilton</u>	<u>Delivered</u>	<u>Picked up</u>
Sidewalk, Curb & Roadway Concrete	\$90.80	\$88.80
Unshrinkable Fill	47.60	44.00
<u>Independent Ready Mix Concrete, Hannon</u>		
Sidewalk, Curb & Roadway Concrete	94.90	91.90

GST and PST extra where applicable. Prices per tonne.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

\$348,589.90 was spent in 1993 for this commodity. See spreadsheet attached for comparison prices. Picked up or loaded on City of Hamilton trucks at Contractors' plants. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site.

Ref: C19-25-93

ANNUAL SUPPLY OF CONCRETE - 1994

ALL TAXES EXTRA
PRICES PER m³

SUPPLIED/DELIVERED IN SUPPLIER'S TRUCKS WITHIN CITY AND REGION
LIMITS and/or PICKED UP

SUPPLIER	SIDEWALK & CURB CONCRETE		ROADWAY CONCRETE		UNSHRINKABLE FILL	
	Delivered	Picked Up	Delivered	Picked Up	Delivered Part I	Picked Up
Dufferin Concrete, Hamilton	90.80	88.80	90.80	88.80	47.60	44.00
Independent Ready Mix, Hannon	94.90	91.90	94.90	91.90	52.00	52.00
Red-D-Mix, Hamilton	111.00	106.00	111.00	106.00	75.00	70.00
Premier Concrete, Hamilton	105.00	87.00	105.00	87.00	56.00	48.00
Canada Buildings Material, Toronto	103.00	103.00	103.00	103.00	54.00	54.00

SUPPLIER	OVERTIME CHARGES	UNDERLOAD CHARGES				COST FOR MULTIPLE DROPOFF ON LOAD	REGULAR PLANT HOURS	LOCATION OF PLANTS	HEAT DURING HEATING SEASON	ADMIXTURE
		1 m ³	2 m ³	3 m ³	4 m ³					
Dufferin Concrete, Hamilton	After 5pm-before 9pm add \$8 m ³ After 9pm before 7am add \$16 m ³	120.00	80.00	50.00	30.00	No Charge	Mon.-Fri. 7am-5pm	1925 Barton St.E.	8.00 m ³	Euclid Chemicals
Independent Ready Mix, Hannon	After 5pm-before 9pm add \$8 m ³ After 9pm-before 7:30am add \$16 m ³	120.00	80.00	50.00	30.00	Discharge time allowance 60 mins.per load. Additional time charged at \$1/ min.(\$60/hr.)	Mon.-Sat. 7:30am-5pm	Hamilton Mountain	7.00 m ³	Air entrainment, water reducer, calcium chloride
Red-D-Mix, Hamilton	After 5pm-before 9pm add \$8 m ³	120.00	80.00	50.00	30.00	Discharge time allowance 60 mins.per load. Additional time charged at \$1/min.(\$60/hr.)	Mon.-Fri. 7:30am-5pm	Victoria Avenue North	Nov.1- April 15	25XL Pro-air Master Builders
Premier Concrete, Hamilton	Discharge allowance 60 min./load. Additional time charged at \$1/min.(\$60/hr.)	120.00	80.00	50.00	30.00	Discharge allowance 60 min./load. Additional time charged at \$1/min.(\$60/hr.)	7:30am-5pm	349 Kenora Avenue	8.00 m ³ Nov. 1- Apr.15	Air entrainment W.R. admixture Axim chemicals
Canada Buildings Material, Toronto	For completion of deliveries started between 7am-4pm. After 5pm-before 9pm add \$8 m ³ After 9pm-before 7pm add \$16 m ³	120.00	80.00	50.00	30.00	60 mins. allowed from leaving plant to return to plant. Over 60 mins. charged at \$1 per min.	Mon.-fri. except statutory holidays 7am-5pm	Upper Ottawa, Hamilton Howard Road, Burlington	Nov.1- Apr.15 8.00 m ³	Daravair - W.R. Grace WRDA 20 - W.R. Grace

6.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 10

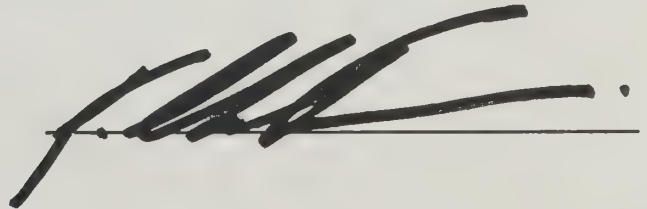
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

A handwritten signature in dark ink, consisting of several bold, sweeping strokes, positioned above a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1994 February 17	P. J. Halliday Senior Director Environmental Services	Small Quantity Hazardous Waste Pilot Project	1994 February 24th
1994 March 7	Canadian National Railways	Proposed Abandonment of the Rymal Spur from Rymal (mileage 6.5) to Caledonia (mileage 15.9) in the Province of Ontario	1994 March 8

Kevin C. Christenson, Secretary
1994 March 14



1994 April 12


NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1994 April 18

9:30 o'clock a.m.

Room 233, City Hall


Kevin C. Christenson, Secretary
Transport and Environment Committee

A G E N D A

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

1. **DELEGATION:** (9:30 o'clock a.m.)

Ferguson Avenue Flea Market
- Graham Hymas

2. **CONSENT AGENDA**

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

- (a) Philip Environmental Inc.
Application to Amend Provisional Certificate of Approval
No. A100140 for a Waste Disposal Site (Processing)
- (b) Use of Alcohol on Temporary Road Allowances during
Special Events within the limits of the City

4. **DIRECTOR OF PUBLIC WORKS**

- (a) Tripping Accidents on Sidewalks
- (b) Tender to provide Contractor-operated Equipment
for Winter Operations
- (c) Woolco/Walmart Department Store No. 6006,
665 Upper James Street
Application for exemption from the City of Hamilton Noise By-law No. 79-292

5. **DIRECTOR OF TRAFFIC SERVICES**

Traffic Signals - 1994 City Capital Budget

6. **CITY CLERK**

- (a) Mayor's Task Force on Downtown Issues and Renewal
(Referral from City Council, 1994 March 8)
- (b) Report - National Waste Management Centre of Excellence
(Referral from City Council, 1994 March 8)
- (c) Correspondence - Transfer of Local Road Functions
(Development Control) from Region to City
Hamilton-Halton Home Builders' Association
(Referral from City Council, 1994 March 8)

7. **OTHER BUSINESS**

8. **ADJOURNMENT**

1.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 April 8
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: Ferguson Avenue Street Market

R-94-33

RECOMMENDATION:

That the application of G. Hymas to temporarily close Ferguson Avenue North from King Street to Rebecca Street, excluding the intersection at King William Street, every Sunday and statutory holiday from May 1, 1994 to October 16, 1994, for a street market, be approved, subject to the following conditions:

- i) That approval from Regional Police Services be received;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region of Hamilton-Wentworth as added insureds, with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services at the expense of the applicant;
- vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

cont'd...


-Page 2-

1994 April 8

Ferguson Avenue Street Market

Cont'd...

- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from G. Hymas for a street market to be held on Ferguson Avenue, between King Street and Rebecca Street from 7:00 am to 5:00 pm. every Sunday and statutory holiday from May 1, 1994 to October 16, 1994. The closure would not include the intersection at King William Street.

The event will require the closure of Ferguson Avenue as the organizer proposes to place tables on the road allowance including the centre of the road and will have buskers located throughout the area. Approximately five thousand people are expected to visit the market each day.

G. Hymas has the support of and has planned the market in conjunction with the International Village B.I.A. and the Downtown B.I.A. and several area property owners will provide free parking. Regional Police and City of Hamilton Fire have met with the applicant and appropriate changes to the event, such as maintaining access through the intersection at King William Street, have been made to their satisfaction.

As the applicant has the approval of all abutting property owners, and as Regional Police Services can provide appropriate traffic control, this Department is in favour of the event.

 JKC/MJP

cc: P.C. D. Schwalm, Special Event Coordinator, Regional Police Services
J. Winn, Hamilton Fire Department
M. Main, Director, Traffic Department

3 (a)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: April 8, 1994
E308-07-P C. Rodgerson

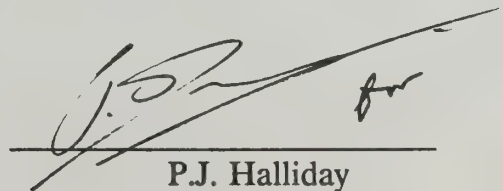
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Philip Environmental Inc.'s Application
to Amend Provisional Certificate of Approval
No. A100140 for a Waste Disposal Site (Processing)

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Philip Environmental Inc. receiving an amendment to their existing Provisional Certificate of Approval, Number A100140, for a Waste Disposal Site (Processing), located at 52 Imperial Street, Hamilton; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;
- b) That a copy of this report and the corresponding Council resolution be submitted to the West Central Branch of the MOEE for their consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility operated by Philip Environmental Inc.;


P.J. Halliday

Cont'd...

Philip Environmental Inc.'s Application to Amend Provisional Certificate of Approval No. A100140 for a Waste Disposal Site (Processing)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received a request from Philip Environmental Inc. to amend their existing Provisional Certificate of Approval A100140 for a Waste Disposal Site (Processing) located at 52 Imperial Street, Hamilton.

In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposed certificate amendment from a municipal jurisdictional perspective. The comments which the MOEE staff receive from the City are considered in their final evaluation and decision in granting the proponent's requested amendment to their Provisional Certificate of Approval.

Current operations at 52 Imperial St. are permitted for the transfer, processing, recycling, and temporary storage of the following classes of waste: non-hazardous solid industrial waste, liquid industrial and/or hazardous waste and solid hazardous waste.

The site is zoned "industrial" and may receive up to 2 000 tonnes of waste per day with a maximum storage capacity of 20 000 tonnes. This operation does not include the incineration of any of these wastes.

Philip has been permitted by the MOEE to process waste materials 24 hours per day, 7 days a week, on a temporary basis since September 1992. The proponent has requested approval from the MOEE to receive and process waste materials 24 hours per day, 7 days a week on a permanent basis. The increased operating hours are necessary to accommodate industry response to the recycling of an expanding range of byproducts and Philip's increased activity in Emergency Response Services.

This trial period has provided the Director of the MOEE with an opportunity to evaluate the amendment. There has been no complaints about this facility and its operations since the temporary approval for 7 days per week, 24 hours per day operation has been granted.

Cont'd...

- Page 3-
April 8, 1994

**Philip Environmental Inc.'s Application to Amend Provisional Certificate
of Approval No. A100140 for a Waste Disposal Site (Processing)**

BACKGROUND:(Cont'd)

In order to satisfy the City's regulatory mandate, as well as the Ministry's request for comments, staff from various City departments were requested to review the background documentation provided by Philip Environmental Inc. and prepare a report on any comments or concerns they might have on the proposed hours of operation.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Noise Control, Building Department, Fire Department are appended to this report. The responses support the proposal as it complies to the Hamilton Official Plan, Hamilton-Wentworth Plan and all relevant City Regional By-laws.

CR\m:\reports\T&E-94\philipe52.t&e

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Mr. C. Rodgerson
Solid Waste Operation
Environmental Services Department

YOUR FILE:

FROM: Mr. J. Winn
Chief Fire Prevention Officer
Fire Prevention Division

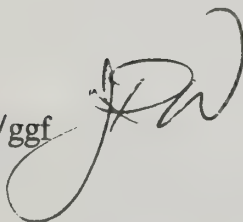
OUR FILE:
PHONE: (905) 546-3350

SUBJECT: Philip Environmental Inc's Application
to Amend Provisional Certificate of
Approval No. A100140 for a Waste
Disposal Site (Processing)

DATE: 1994 April 6

In reply to your memo dated March 25, 1994, please be advised that our Department has reviewed the proposal and has no objection to the granting of permanent approval for receiving and processing waste materials at the above referenced location.

JRW/ggf



07.
Colin

PUBLIC WORKS DEPARTMENT
CITY NOISE CONTROL
MEMORANDUM

TO: Mr. V. Terluk
Supervisor, Solid Waste Operations
Environmental Services Dept.

YOUR FILE: E308-07-P

FROM: Mr. F. Westaway
Chief Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: Philip Environmental Inc's Application
to Amend Provisional Certificate of Approval
No. A100140 for a Waste Disposal Site (Processing)

DATE: March 31, 1994

The City of Hamilton Noise Control Office has reviewed Philip Environmental Inc's Application #A100140.

We have not received any noise complaints during Philips trial period, which has been in operation since September 1992.

ENVIRONMENTAL SERVICES	
APR 5 1994	
FILE:	
Director	COMMENTS:
Finance & Adm.	
Prog. & Pre. Design	
Plant Oper.	
Ext. Maint.	
Int. Maint.	
Lab.	
Gen. Asst.	
FILED BY:	

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operations
Environmental Services Dept.

YOUR FILE: E308-01

FROM: Victor Abraham *V. Abraham*
Director of Local Planning

OUR FILE: OP-COMP(C)

SUBJECT: 52 Imperial Street -
Application to Amend Provisional
Certificate of Approval A100140

DATE: March 30, 1994

ENVIRONMENTAL SERVICES	
APR 5 1994	
FILE:	COMMENTS:
Director	
Finance & Adm.	
Eng. & Design	
Est. & Insp.	
Infra. Maint.	
Mech. Maint.	
Ops	
Public Affs.	

This memorandum is in response to your memorandum dated March 25, 1994.

The subject lands are situated in Industrial Sector "C" in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proponent has requested an amendment to the Provisional Certificate of Approval to receive and process waste materials 24 hours per day, 7 days a week on a permanent basis. We understand the proponent has been processing waste materials 24 hours a day, 7 days a week on a temporary basis since September, 1992.

The proposed amendment to the Provisional Certificate of Approval does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff, Regional Planning Branch

THE CORPORATION OF THE CITY OF HAMILTON**BUILDING DEPARTMENT****MEMORANDUM**

TO: Colin Rodgerson
Solid Waste Operations
Environmental Services Department

YOUR FILE: E308-07-P

FROM: Willie Wong, P. Eng.
Manager of Customer Services
Building Department

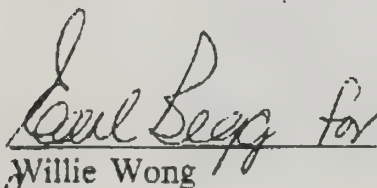
OUR FILE:
PHONE: 546-2766

SUBJECT: Waste Disposal Site (Processing)
52 IMPERIAL STREET

DATE: April 8, 1994

The site is located in a "K" Heavy Industrial zone which allows various types of recycling. However, as stated in our letter of November 11, 1992, no household waste or garbage is allowed to be accepted at this site.

If any further information is required, then please contact our office.


Willie Wong


EB/WKW/zr



TRAFFIC DEPARTMENT

City of
HAMILTON

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-4510 / Fax (905) 546-2419

1994 April 8

Mr. Val Terluk
Supervisor, Solid Waste Operations
Environmental Services Department

Attention: Mr. Colin Rodgerson

Dear Sir:

Re: Philip Environmental Inc. Waste Disposal Site - 52 Imperial Street

In response to your memorandum dated March 25, 1994, please be advised that we are not aware of any concerns raised as a result of current operations at this site. We therefore have no objection to continuation of the existing activities.

Yours truly,

for Murray F. Main, P.Eng.
Director of Traffic Services

RK/kg

Post-it™ Fax Note	7671	Date	# of pages 1
To	COLIN RODGERSON	From	RONALD KAREL
Co./Dept.		Co.	
Phone #		Phone #	4583
Fax #		Fax #	



CITY OF HAMILTON
- RECOMMENDATION -

3 (b)

DATE: 1994 April 12
T103-23 J.K. Clairmont

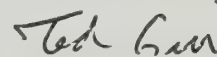
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Use of Alcohol on Temporarily Closed Road Allowances during Special
Events within the Limits of the City (R-94-29)

RECOMMENDATION:

That special event applications requesting permission for the sale or consumption of alcoholic beverages on road allowances within the City be denied.



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

This Department receives up to 150 applications per year for special events on City and Regional road allowances. Historically, these requests have not included permission to sell alcohol on road allowances; however, in the past few months we have received five such applications. The applications request permission to construct beer tents and further accomodation for patrons by providing tables and chairs on the travelled portion of the road.

M. Temperely, agent for the Hess Street Merchants Association and Wm. Powell, President of Creative Arts Inc. have submitted applications and in each instance they are planning a festival in conjunction with the sale of alcohol and would have the road closed to vehicular traffic during the event.

cont'd...

**Use of Alcohol on Temporarily Closed Road Allowances
during Special Events within the Limits of the City**

cont'd...

For the past three years the Hess Village Merchants Association has requested permission to close Hess Street between King and Main for their Jazz Festival. This is usually a three day event requiring the construction of a large stage for the performers on the road allowance.

The applicant did not inform this Department that alcohol would be sold on the road allowance and this came to our attention after last year's Hess Street Jazz Festival. The applicant has this year requested permission for three festivals including the sale of alcohol and we have been informed that the Hess Street Merchants are interested in a closure of Hess Street for festivals every weekend during the summer months, although it is not clear if the weekly closure request includes the sale and use of alcohol on the road allowance.

Wm. Powell of Creative Arts Inc. has requested a beer tent on the road allowance this year to coincide with a Buskingfest proposed for five days in downtown Hamilton in June of this year. The Creative Arts proposal includes the closure of the south leg of King Street between James and Catherine with the beer tent placed on the road allowance between Hughson and John Streets.

The City of Hamilton Streets By-Law 86-77 and the Region's Road Use By-Law R77-109 prohibit the sale of beverages on road allowances and the Highway Traffic Act prohibits the use of alcohol on road allowances. However, upon approval by Council of these events, the road allowance is in fact temporarily closed and thus these two prohibitions may not apply.

As special events on the road allowance are often difficult for the Regional Police to supervise, the introduction of beer tents etc. would only aggravate the situation. Although alcohol is often served within patio cafes on the road allowance these are all operated by an established licenced restaurant through an agreement with the City or Region.

If special events applicants were permitted to sell alcohol on the road allowance, they would be required to obtain a permit from the Liquor Licence Board of Ontario, and each application would be reviewed by Regional Police Services to determine what additional constraints and conditions should be imposed. For safety reasons, it is recommended that alcohol not be permitted to be sold or consumed on the road allowances within the City limits during special events.

 JKC:

cc: Constable D. Schwalm, Special Events Coordinator
Regional Police Services, Traffic Division

4 (a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 8

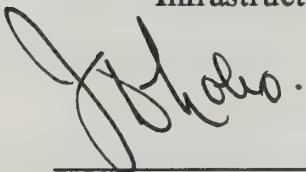
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Tripping Accidents on Sidewalks

RECOMMENDATION:

- (a) That the Director of Public Works be authorized to amend the City of Hamilton sidewalk trip hazard repair program to include a more aggressive approach to trip levelling through grinding, recognizing that 5 portable concrete grinders must be acquired at a total cost not to exceed \$20,000.
- (b) That those sidewalks listed in the attached Schedule "A" be reconstructed in 1994 as a component of the Supplementary 1994 Road and Sidewalk Improvement Programme, pending approval of the City's application for Federal/Provincial Infrastructure funding.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, the City of Hamilton recently approved a settlement for a sidewalk trip and fall claim in the amount of \$158,118. While the summary of hazards and claims contained in this report does not indicate an escalation in the number of claims or in the average cost of settlements, the potential for trip injuries to Hamilton's citizens and for significant financial claims against the City indicates a need for an accelerated campaign of trip hazard repairs.

With respect to Recommendation (a), it is proposed that the City acquire 5 portable concrete grinding units at a total cost not to exceed \$20,000. These units can be purchased and operated from within the approved 1994 current budget funding.

With respect to Recommendation (b), it is proposed that the sidewalks listed in Schedule "A" be reconstructed in 1994 using the \$400,000 of uncommitted funding that was added to the City's application for Federal/Provincial funding for the Road and Sidewalk Improvement Programme.

There are no increases in staffing levels as a result of these proposals.

From a staffing perspective, this new programme can be undertaken in a cost effective fashion by utilizing students/Social Assistance Recipients (GWA) during the summer months.

From a legal perspective, our current programme of sidewalk trip repair is based upon asphalt levelling or concrete grinding of the trip hazard. Increasing our fleet of portable grinders from 1 to 6 will allow a greatly accelerated response to hazards and improve the City's position with respect to a responsible approach to pedestrian safety.

BACKGROUND:

At its meeting of February 10, 1994 the Finance and Administration Committee approved a recommendation that would see the plaintiffs in regards to City of Hamilton -ats- Hinich (date of loss: March 17, 1989) rewarded the sum of \$158,118.00 all inclusive.

As a result of the magnitude of this claim concerns were raised about the frequency of tripping accidents, the ultimate cost to the Corporation and more specifically what the City is doing to avert any further claims of this nature.

The Chief Administrative Officer responded by advising that Public Works would do a report summarizing the number of tripping accidents, the cost to the Corporation and recommendations on how to reduce the Corporation's liability.

Trip hazards in sidewalks originate from a number of different causal factors, such as: mechanical damage, frost heaving, base settling and tree roots.

As a pre-emptive measure Public Works Division, District Foremen check every street in their respective districts (walking tour) and identify any and all trip hazards. If a trip in a sidewalk is identified as being over 1¼" in size, it is brought up to the surrounding grade level with an asphalt patch. When trips are identified as being less than this height they are scheduled to be ground down with a grinding machine (only one machine).

Since 1989 there has not been a noticeable escalation or decrease in the total # of trip hazards or claims as outlined in the following tables:

Walk Repair Complaints - Public Works

<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>
523	674	557	512	689

CLAIMS REGARDING TRIPPING ACCIDENTS ON SIDEWALKS

1989 - 1993

<u>Year</u>	<u>Total # of Claims</u>	<u>STATUS OF CLAIM</u>			<u>Settlements Paid In Year of Loss</u>	<u>Settlements Paid After Year of Loss</u>	<u>TOTAL</u>
		<u>Declined</u>	<u>Active</u>	<u>Settled</u>			
1989	29	17	3	9	\$ 9,031.00	\$158,118.00	\$167,149.00
1990	22	13	4	5	\$ 1,000.00	\$ 30,640.00	\$ 31,640.00
1991	33	15	7	11	\$ 2,868.00	\$ 25,478.00	\$ 28,346.00
1992	32	15	9	8	\$ 500.00	\$ 10,483.00	\$ 10,983.00
1993	25	10	8	7	\$ 5,296.00	---	\$ 5,296.00

Because of the active status of a significant percentage of claims, it is imperative the City respond with a more active trip repair and sidewalk replacement programme.

A comparison was made with other Ontario municipalities as to the number and cost of their sidewalk tripping claims. This comparison indicates that Hamilton's experiences are similar to those of other communities and many community representatives expressed a concern for the potential of escalating costs in settling individual claims.

In addition to the 4,000 linear metres of sidewalk which would be reconstructed through this proposal, there are numerous additional sidewalk reconstruction projects scheduled for 1994.

These additional walkways will be reconstructed through the approved 1994 Road and Sidewalk Reconstruction Programme, the Supplementary 1994 Road and Sidewalk Reconstruction Programme and miscellaneous walkway repairs through the Streets Division current budget.

All of these reconstruction initiatives, when combined with an increased programme of sidewalk trip levelling, illustrate a significant effort on the part of this City to provide for the safety of its pedestrians.

CFE/RG/jdh
Attach.

c.c. Ms. S. Reeder, Secretary, Finance & Administration Committee
c.c. Mr. J. G. Pavelka, P.Eng., Chief Administrative Officer
c.c. Ms. P. Noé Johnson, City Solicitor

SCHEDULE "A"

City wide sidewalk reconstruction added to the Supplementary 1994 Road and Sidewalk Reconstruction Programme:

1.	North side of Baxter from Winston to Bowman	63 metres
2.	West side of Broadway from Main to Sussex	156 metres
3.	West side of Riflerange from Whitney to Iona	287 metres
4.	Both sides of Cathcart from Cannon to Rebecca	540 metres
5.	Both sides of Oak from Barton to Birge	430 metres
6.	East side of Stapleton from Beach to Burlington	220 metres
7.	West side of Reid from Central to Lucerne	212 metres
8.	Both sides of Summercrest - various locations	559 metres
9.	North side of Mohawk between Kenilworth and Mt. Brow	500 metres
10.	West side of Fielding Crescent	103 metres
11.	Both sides of Windrush	147 metres
12.	Both sides of East 9th from Fennell to Brucedale	255 metres
13.	South side of Fennell from Garth to West 5th	550 metres

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 March 15

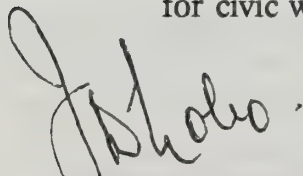
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Tender to Provide Contractor Operated
Equipment for Winter Operations

RECOMMENDATION:

- (a) That staff be authorized to pursue the tendering of contractor operated equipment for civic winter operations on a specified fee basis.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Our existing practice for tendering of contractor operated equipment for winter operations has been that of specifying all relevant terms and conditions and allowing the bidder to set the hourly rental fee for the provision of their equipment.

This format has been successful, however, in consideration of the severity of our recent winter conditions, tendering from a specified fee perspective has distinct advantages to the taxpayer.

The shortfall with the current format is that under severe storm conditions, large numbers of contracted equipment are required for snow clearing. The range in rental fees for the various pieces of similar or identical equipment can vary dramatically.

For example, the following illustrates the range in fees for frequently used equipment, based upon our previous tender:

Graders	\$98.00 to \$175.00
Backhoes	\$46.50 to \$ 79.00
Bobcats	\$44.86 to \$ 70.00

This pricing differential works in favour of the Corporation when the demand for equipment is low and allows the City to hire only the low end rental fee equipment. However, when large numbers of equipment are required, we pay a wide range of hourly rates.

When renting equipment at the "high end" hourly rate, the cost per unit of work performed is higher and therefore the benefits to the taxpayer are reduced. Through this proposal, it is recommended that the City specify an equitable rate for all of the various contractor operated equipment required. In this fashion, all equipment operators will be treated evenly with respect to the availability of work.

From a legal perspective, the Law Department and Purchasing Division will be required to assist in the undertaking of the tendering process.

BACKGROUND:

The City of Hamilton "winter operations" is a major component of the Public Works Department's area of responsibility and budget. It is important that a perspective of continuous improvement be taken when various aspects of the operation enter a stage which facilitates review.

From this perspective, the winter equipment tender must be prepared in order to access hired equipment for the 1994/95 winter season and opportunities exist to improve our methodology in dealing with hired equipment. The tender will be based upon a three year term commencing November 1, 1994.

Through this proposal, staff are recommending that a specified fee approach be used in tendering for winter operations hired equipment. This tender should proceed in a timely fashion allowing sufficient time prior to the commencement of the 1995 winter season to make any adjustments as may be required. It should be noted that other area municipalities, such as the City of Burlington, are using the specified fee format.

As per City Council policy, the results of this tendering process will be forwarded upon completion to the Transport & Environment Committee for consideration.

CFE/jdh

CITY OF HAMILTON

4 (c)

- RECOMMENDATION -

DATE: 1994 March 28
File No: 010394

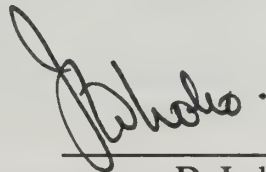
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Doug Lobo
Director
Public Works Department

SUBJECT: Woolco/Walmart Department Store #6006, 665 Upper James St.
Application for exemption from City of Hamilton Noise By-Law 79-292

RECOMMENDATION:

- a) That the request submitted by Mr. Harvey White, on behalf of Woolco/Walmart Department Store #6006, for an exemption from Noise By-Law 79-292 be denied.



D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

- a) Should the Committee approve the request for exemption from the Noise By-Law, the City of Hamilton, Chief Noise Control Officer would be required to conduct investigations at the Woolco/Walmart Store, 665 Upper James Street, between the hours of 11:00pm and 7:00am, which would result in overtime costs.

The City Council, pursuant to section 6.(1) of the City Noise Control By-Law 79-292, may, upon application by any person,

- 6.(1) a) exempt the applicant; or
- b) exempt the applicant for any exemption of lesser effect; or

Woolco/Walmart Department Store 6006
Application for exemption from By-Law 79-292

continued...

- c) exempt the application on such terms and conditions as it may determine; or
- d) refuse to grant any exemption,

from any provision of this by-law with respect to any source of sound or vibration.

BACKGROUND:

- a) On March 10th, 1994, Mr. White, Manager, Woolco/Walmart Store 6006, submitted an application for exemption from the City of Hamilton Noise Control By-Law 79-292. Included in the application was the following information:
 - i) a maximum of three transport trucks per night will be unloading Mondays to Saturdays during the months of April to July, 1994, between the hours of 11pm and 7am;
 - ii) loading/unloading of fixtures and merchandise, although mostly done by hand, will, at times, require the use of a forklift truck;
 - iii) the loading/unloading ramp is situated approximately 120 feet from the nearest residential area.

For the Committee's information, in the past, noise complaints have been registered with the City of Hamilton, Noise Control Office by area residents. The specific noise complaints were regarding nighttime activities at the Woolco Plaza, Upper James St.

The City of Hamilton, Noise Control Office foresees numerous complaints being registered if the Woolco/Walmart Store application for exemption from the City of Hamilton, Noise By-Law is approved. Therefore, the Public Works Department recommendation is that the request be denied.

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

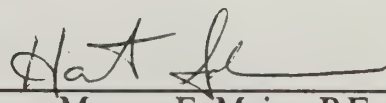
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Traffic Signals - 1994 City Capital Budget. [TEC-37-94]

RECOMMENDATION:

- a) That a traffic signal be installed at the east driveway of Lime Ridge Mall at Limeridge Road; and
- b) That \$65,000.00 from account CF5010-759351007, which was originally designated in 1993 for a traffic signal at Centennial and Arrowsmith, be reallocated for use in 1994 for a traffic signal at Lime Ridge Mall east exit to Limeridge Road; and
- c) That \$7,000.00 from account CF5010-759351007 be returned to the original source of funding; and
- d) That project CF5010-759243009, 1992 Installation of Traffic Signals, be declared closed and the remaining balance in that account be returned to the original source of funding.


For Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Ministry of Transportation of Ontario does not usually provide subsidy for traffic signals located at private driveways. However, the Ministry has indicated, based on preliminary information, that this location will be eligible for subsidy. The actual amount of subsidy will be subject to the overall amount of funding allocated to the City of Hamilton.

The proposed traffic signal will be funded from unused capital budget funds which were originally scheduled for a 1993 traffic signal but which were not required. Cost estimates indicate that the proposed traffic signal will not require all available funds in the account and it is proposed to return \$7,000.00.

The proposed traffic signal will require permission from Cadillac-Fairview Corporation to place some of the signal components on private lands. Initial contact with the management of the mall has been made, and obtaining the necessary approvals should be possible.

Originally, \$130,000.00 was allocated for the installation of traffic signals at Glen Echo and Nash and Centennial and Goderich in 1992 and 1993. The work is now complete. Approximately \$51,800.00 remains in the account. This account can now be closed.

BACKGROUND:

A. Traffic Signal At Lime Ridge Mall Exit

The intersection of the east driveway of Lime Ridge Mall at Limeridge Road has had an ongoing problem with motor vehicle collisions. Virtually all collisions at the intersection involve southbound left turning vehicles exiting the mall being struck by westbound through vehicles. A minimum of six collisions of this type have occurred in each of the last five years.

Limeridge Road will be turned into a cul-de-sac east of Upper Wentworth, when the east-west freeway is opened in 1998. Traffic volumes on Limeridge Road will be substantially reduced following the closure. As such, attempts were made to find a low cost alternative to a traffic signal. A concrete island was installed to organize traffic flows at the intersection in the summer of 1992. Despite the fact that drivers are now provided a better view of oncoming traffic, the island has not changed the collision rate at the intersection.

The primary function of a traffic signal is to separate right angle flows of traffic. As such, a traffic signal should be successful in greatly reducing the number of collisions of the type which are presently occurring. Therefore it is proposed to install a traffic signal at the east driveway of Lime Ridge Mall at Limeridge Road. If it is determined that the signal is not required once Limeridge Road is closed at Upper Wentworth Street in 1998, a substantial proportion of the installation cost would be salvaged by removing the poles, signals and traffic control equipment.

The Ministry of Transportation and Communications does not normally provide subsidy for traffic signals located at private driveways. However, the Ministry has agreed to make an exception in this case based on the following:

- the numerical warrants for vehicular volumes are met
- there is a continuing collision problem at this intersection which other attempts to solve have not cured
- the location is not a recently opened driveway, but one which has been in place for a number of years. As such, funding for the traffic signal is not available from other sources related to the development.

It was originally proposed in the 1993 City Capital Budget that a traffic signal be installed at the intersection of Centennial and Arrowsmith. This was dependant on a large commercial development on the east side of Centennial Parkway proceeding. As no development is presently taking place, it is proposed to transfer the funds originally scheduled for the Centennial Parkway traffic signal to fund the signal on Limeridge Road. Approximately \$7,000.00 will be returned to the capital budget.

B. 1992 Traffic Signal Installations

Traffic signals at Glen Echo and Nash and at Centennial and Goderich were commenced in 1992 and completed in 1993. The signals were installed substantially under budget, costing approximately \$78,200.00 compared to an estimated cost of \$130,000.00. As the works are now complete, it is appropriate to formally close this capital account and to return the remaining balance to the original source of funding.

HLS/kg

c.c. Mr. N. R. Adhya, Manager of Accounting

6(a)

CITY CLERK'S DEPARTMENT
MEMORANDUM

TO: K. Christenson, Secretary
Transport & Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: Mayor's Task Force on Downtown
Issues and Renewal

DATE: 1994 March 23

Attached for the information of the members of the Transport & Environment Committee is a copy of the First Report of the Mayor's Task Force on Downtown Issues and Renewal.

As the Committee will recall, this Report was tabled with City Council at its meeting on March 8, 1994 at which time Council referred the various sections to the appropriate Committee.

I have, for your convenience, listed below those sections which are referred to the Transport & Environment Committee.

10. THAT ALL B.I.A. AND CITY (AND ANY OTHER) BEAUTIFICATION PROJECTS - FLOWERS, HANGING BASKETS AND TREES ETC. BE SUPPORTED EVEN AMIDST OTHER SPENDING CUTS - THE SAME TO APPLY CITY-WIDE

(ALSO REFERRED TO PLANNING & DEVELOPMENT COMMITTEE)

11. THAT THE FLEXIBILITY ON THE PART OF CITY STAFF VIS-A-VIS PARKING ENFORCEMENT BE APPLAUDED AND REINFORCED

12. THAT THE CITY STUDY THE STANDARD OF LIGHTING ON KING, JAMES AND KING WILLIAMS STREETS WITH A VIEW TO UPGRADING IT SATISFACTORILY

13. THAT THE CITY REVIEW THE COST TO TREAT ALL ASSUMED ALLEYWAYS IN THE CENTRAL BUSINESS DISTRICT AS ROADWAYS VIS-A-VIS SNOW REMOVAL AND MAINTENANCE, ALSO TO REVIEW LIGHTING AND REFUSE. EFFORTS TO BE CO-ORDINATED WITH B.I.A.'S AND BUSINESS ASSOCIATIONS, ETC.
14. THAT CITY STAFF AND THE PUBLIC TO BE ENCOURAGED TO REMOVE POSTERS FROM POLES, ETC. IN ACCORDANCE WITH OUR BY-LAW
18. THAT A PLEASANT STREET & SIDEWALK AMBIENCE BE A PRIORITY IN ALL DECISIONS - EVERYTHING FROM OUTDOOR CAFES TO BEAUTIFICATION TO POLICE PRESENCE ETC.

(ALSO REFERRED TO PLANNING & DEVELOPMENT COMMITTEE)
22. THAT THE CITY BE CONGRATULATED ON AN EXCELLENT JOB ON SNOW REMOVAL OF THE ROADS BUT BE ENCOURAGED TO DO A BETTER JOB ON SIDEWALKS AND ALL PEDESTRIAN AREAS.
29. THAT BUS SHELTERS BE CLEANED UP MORE REGULARLY.

c.c. J. Pavelka, Chief Administrative Officer
Management Team

CITY CLERK'S DEPARTMENT

MEMORANDUM

TO: K. Christenson, Secretary
Transport & Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

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12. THAT THE CITY STUDY THE STANDARD OF LIGHTING ON KING, JAMES AND KING WILLIAMS STREETS WITH A VIEW TO UPGRADING IT SATISFACTORILY

13. THAT THE CITY REVIEW THE COST TO TREAT ALL ASSUMED ALLEYWAYS IN THE CENTRAL BUSINESS DISTRICT AS ROADWAYS VIS-A-VIS SNOW REMOVAL AND MAINTENANCE, ALSO TO REVIEW LIGHTING AND REFUSE. EFFORTS TO BE CO-ORDINATED WITH B.I.A.'S AND BUSINESS ASSOCIATIONS, ETC.
14. THAT CITY STAFF AND THE PUBLIC TO BE ENCOURAGED TO REMOVE POSTERS FROM POLES, ETC. IN ACCORDANCE WITH OUR BY-LAW
18. THAT A PLEASANT STREET & SIDEWALK AMBIENCE BE A PRIORITY IN ALL DECISIONS - EVERYTHING FROM OUTDOOR CAFES TO BEAUTIFICATION TO POLICE PRESENCE ETC.

(ALSO REFERRED TO PLANNING & DEVELOPMENT COMMITTEE)
22. THAT THE CITY BE CONGRATULATED ON AN EXCELLENT JOB ON SNOW REMOVAL OF THE ROADS BUT BE ENCOURAGED TO DO A BETTER JOB ON SIDEWALKS AND ALL PEDESTRIAN AREAS.
29. THAT BUS SHELTERS BE CLEANED UP MORE REGULARLY.

c.c. J. Pavelka, Chief Administrative Officer
Management Team

FIRST REPORT OF THE MAYOR'S TASK FORCE ON DOWNTOWN ISSUES AND RENEWAL

To the Council of the Corporation of the City of Hamilton:

- 1. THAT THE CITY OF HAMILTON TAKE STEPS TO LOWER PROPERTY TAXES IN DOWNTOWN HAMILTON**
- 2. THAT INNOVATIVE PARKING ARRANGEMENTS BE CONSIDERED SO AS TO COMPETE WITH THE FREE PARKING OFFERED CUSTOMERS AT MALLS**

AND, THAT FREE PARKING BE INVESTIGATED WITH THE VIEW THAT IT MAY PAY OFF IN THE LONG RUN IF IT ATTRACTS MORE PEOPLE DOWNTOWN, THEREBY ENCOURAGING MORE STORES TO OPEN AND THE TAX BASE TO INCREASE.

- 3. THAT THE HAMILTON PARKING AUTHORITY AND THE ROYAL CONNAUGHT HOTEL BE ENCOURAGED TO CONCLUDE AND IMPLEMENT PLANS FOR A MAJOR MULTI-TIERED PARKING STRUCTURE IMMEDIATELY**
- 4. THAT THE PROVINCE OF ONTARIO BE INFORMED IN THE STRONGEST POSSIBLE TERMS THAT THE MAJOR ENTRANCE TO THE NEW COURT FACILITY MUST BE ON KING STREET.**

ALSO, PURSUANT TO SUGGESTIONS MADE AT CITY COUNCIL ON FEBRUARY 22ND, 1994 THAT THE REGION BE ENCOURAGED TO SEEK ACTIVE USES FOR THE COUNTY COURT BUILDING AT MAIN AND JOHN STREETS.

- 5. THAT MAJOR INSTITUTIONAL USES BE ENCOURAGED IN THE DOWNTOWN EAST OF JAMES STREET -**

- MCMASTER UNIVERSITY AND MOHAWK COLLEGE (e.g. UNITED NATIONS UNIVERSITY)**
- FEDERAL AND PROVINCIAL GOVERNMENTS**
- PRIVATE AND EDUCATIONAL INSTITUTIONS - SUCH AS PARK BUSINESS COLLEGE AND SOUTHERN ONTARIO COLLEGE ETC.**

6. THAT RESIDENTIAL COMPLEXES BE ENCOURAGED IN ALL PARTS OF THE CBD - INCLUDING UP-SCALE PROJECTS EAST OF JAMES
7. THAT SPECIAL ETHNIC PROJECTS BE ENCOURAGED EG. CHINATOWNS ON JAMES STREET NORTH AND KING STREET EAST
8. THAT EFFORTS BE RE-INITIATED TO JOIN THE REDEVELOPED AREA EAST OF BAY WITH HESS VILLAGE
9. THAT THE FOUNTAIN PROJECT BE SUPPORTED AS WELL AS ALL ELSE FLOWING FROM THE 1996 CELEBRATIONS
10. THAT ALL B.I.A. AND CITY (AND ANY OTHER) BEAUTIFICATION PROJECTS - FLOWERS, HANGING BASKETS AND TREES ETC. BE SUPPORTED EVEN AMIDST OTHER SPENDING CUTS - THE SAME TO APPLY CITY-WIDE
11. THAT THE FLEXIBILITY ON THE PART OF CITY STAFF VIS-A-VIS PARKING ENFORCEMENT BE APPLAUDED AND REINFORCED
12. THAT THE CITY STUDY THE STANDARD OF LIGHTING ON KING, JAMES AND KING WILLIAMS STREETS WITH A VIEW TO UPGRADING IT SATISFACTORILY
13. THAT THE CITY REVIEW THE COST TO TREAT ALL ASSUMED ALLEYWAYS IN THE CENTRAL BUSINESS DISTRICT AS ROADWAYS VIS-A-VIS SNOW REMOVAL AND MAINTENANCE, ALSO TO REVIEW LIGHTING AND REFUSE. EFFORTS TO BE CO-ORDINATED WITH B.I.A.'S AND BUSINESS ASSOCIATIONS, ETC.
14. THAT CITY STAFF AND THE PUBLIC TO BE ENCOURAGED TO REMOVE POSTERS FROM POLES, ETC. IN ACCORDANCE WITH OUR BY-LAW
15. THAT ALL EFFORTS OF BUSINESS PEOPLE ON JAMES STREET NORTH TO FORM BUSINESS ASSOCIATIONS BE SUPPORTED
16. THAT ALL DOWNTOWN HOTELS BE RE-ASSURED OF THE CITY'S SUPPORT AT ALL TIMES AND THAT THE REGION BE ENCOURAGED TO DO LIKEWISE

17. THAT A PERMANENT COMMITTEE TO MARKET DOWNTOWN BE ESTABLISHED AND CONSIST OF CITY AND REGIONAL STAFF, ALL LOCAL BUSINESS, MEDIA AND ALL OTHER INTERESTED PARTIES
18. THAT A PLEASANT STREET & SIDEWALK AMBIENCE BE A PRIORITY IN ALL DECISIONS - EVERYTHING FROM OUTDOOR CAFES TO BEAUTIFICATION TO POLICE PRESENCE ETC.
19. THAT MAYOR MORROW INVITE GROUPS OF PROPERTY OWNERS TO REGULAR MEETINGS TO SEE WHERE THE CITY CAN HELP FACILITATE COLLABORATION AND CONSOLIDATION OF EFFORTS, JOINT VENTURES ETC. AND ALSO TO DEAL WITH ABANDONED BUILDINGS, LITTER ETC.
20. THAT THE BANKS CONTINUE TO BE ENCOURAGED TO DEVELOP THEIR OWN PROJECTS - ESPECIALLY EAST OF JAMES
21. THAT THE HAMILTON-WENTWORTH REGIONAL POLICE BE THANKED FOR THEIR HELP AND ENCOURAGED TO MAKE AN ABSOLUTE PRIORITY OF THE DOWNTOWN
22. THAT THE CITY BE CONGRATULATED ON AN EXCELLENT JOB ON SNOW REMOVAL OF THE ROADS BUT BE ENCOURAGED TO DO A BETTER JOB ON SIDEWALKS AND ALL PEDESTRIAN AREAS.
23. THAT ADDITIONAL PARKING METERS ON KING STREET BE ENCOURAGED SO THAT MORE PEOPLE WILL PARK AND SHOP IN THE DOWNTOWN
24. THAT POLICE OFFICERS SHOULD BE ENCOURAGED TO PARK ELSEWHERE OTHER THAN AT PARKING METERS ON KING STREET WHEN SPENDING TIME IN COURT
25. THAT THE EXISTING TRAFFIC FLOW BE STUDIED SO THAT IT DOES NOT DISCOURAGE PEOPLE TO DRIVE SLOWLY THROUGH DOWNTOWN AND STOP
26. THAT THE POLICE DEPARTMENT BE REQUESTED TO ENFORCE TRUCK ROUTE ENFORCEMENT ON KING STREET EAST AND, THAT THE THE REGION BE ASKED TO UTILIZE AS MUCH INFRASTRUCTURE PROGRAM MONEY AS POSSIBLE FOR THE PERIMETER ROAD

27. THAT THE TRAFFIC DEPARTMENT STUDY THE DIVERSION OF TRUCK TRAFFIC FROM MAIN STREET
28. THAT THE DOWNTOWN AREA HAVE SOME OF THE NEWSPAPER BOXES REMOVED. THIS SHOULD ASSIST AESTHETICALLY AND MAY GIVE MORE BUSINESS TO THE STORES WHICH SELL NEWSPAPERS.
29. THAT BUS SHELTERS BE CLEANED UP MORE REGULARLY.

RESPECTFULLY SUBMITTED

Robert M. Morrow
Mayor

1994 March 7

6(b)

CITY CLERK'S DEPARTMENT

MEMORANDUM

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: Report -
National Waste Management Centre of Excellence

DATE: 1994 March 18

For your information, please be advised that City Council at its meeting held 1994 March 8 referred the attached report respecting the National Waste Management Centre of Excellence to the Transport and Environment Committee.

*D. P. Wallowell for
J. J. Schatz*

/mjw

Attachment

National Waste Management Centre of Excellence

Background

The environmental, health and economic costs of dealing with waste are mounting rapidly in Canada. Consequently, there is an increased level of activity in the waste management area. Progress is being made in a number of areas related to the national goal of 50 percent waste reduction by the year 2000 as established by the Canadian Council of Ministers of the Environment. The establishment of a centre of excellence would greatly enhance the probability of achieving the set goals for waste reduction as this centre would serve as a clearinghouse for waste management information and a forum for stimulating new initiatives.

Proposal

This national waste management centre of excellence would be the national focus for information distribution for all aspects of waste management in Canada including collection, handling, processing and disposal as well as life cycle assessment of specific waste components.

The main functions would include:

- information clearinghouse on programs, technologies and legislation/regulations concerning waste management in Canada
- organization of workshops/seminars/conferences
- national linkage between provincial municipal recycling coordinators and recycling councils.
- production of national guidelines and codes of good practice to harmonize MSW collection, handling and disposal
- examine and report on international efforts to automate separation and recycling of municipal solid waste.
- assess and report on emerging technologies for utilization of 'blue box' recyclables and mixed plastics

Depending on the level of private sector support, the centre could also provide assistance and direction for research and development, and training in specific waste management areas.

The centre should eventually be financially self sufficient through membership fees, conference proceeds and various user pay services. Initially government support would be required in the order of \$3 million per year for the first 3 years.

To ensure active participation of all levels of government, this centre should be staffed by personnel seconded from municipal, provincial and federal governments.

The centre could logically be located in the populous 'Golden Horseshoe' where the pressures on solid waste management are very great. It could be one of the 'nodes' of the Ontario Centre for Environmental Technology Advancement as part of the greater Hamilton Technology Enterprise Centre, for example.

CITY CLERK'S DEPARTMENT

MEMORANDUM

6(c)

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: Correspondence
Hamilton-Halton Home Builders' Association
Transfer of Local Road Functions
(Development Control) from Region to City

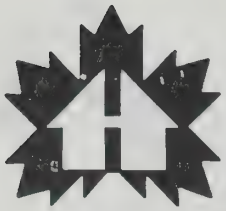
DATE: 1994 March 18

For your information, please be advised that City Council at its meeting held 1994 March 8 referred the attached correspondence from the Hamilton-Halton Home Builders' Association respecting the Transfer of Local Road Functions (Development Control) from Region to City to the Transport and Environment Committee.

*A. ? Hollowell for
J.J. Schatz*

/mjw

Attachment



**HAMILTON-
HALTON
HOME
BUILDERS'
ASSOCIATION**

A member of the Canadian
Home Builders' Association

1112 Rymal Rd. E., Hamilton, Ontario L8W 3J1
Tel. 575-3344 or 634-1200 Fax 574-3411

MEMO

TO: Mayor Bob Morrow and Members of City Council

FROM: Adi Irani, P.Eng.
Chairman, Development Council
Hamilton-Halton Home Builders' Association

DATE: March 7, 1994

Re: Transfer of Local Road Functions (Development Control) from Region to the City

It is with a great deal of interest that we reviewed a recommendation that was approved in principle (subject to comments from the Region) by the City's Transport and Environment Committee on February 28, 1994 regarding the re-transfer of Local Road Functions from the Region to the City.

We applaud the fact that the City is attempting to control its budget and if there is a net savings of \$80,000.00 we welcome it. However, the report that accompanied the recommendation did not provide any information regarding how the savings would be accomplished.

The HHHBA has always held the City of Hamilton as the model municipality for the streamlining of development approvals from the initial planning stage up to and including the final assumption of the project by the municipality. We believe that this efficiency and streamlining of the process was the result of a decision made in 1979 that allowed the Region to take over the development control for engineering approvals and agreements required as of January 1980. The system is very effective and has worked extremely well for the past 13 years and we are puzzled as to why there is a need to change it now.

Moreover, we are interested in ascertaining how duplication of the engineering approval and the supervision of construction process would save money.

We would also like to point out that HHHBA has an established liaison committee with the City of Hamilton to discuss issues of mutual interest especially in the building and development industry. This committee has been functioning for approx. 10 years with considerable success and co-operation and therefore, we are disappointed that an issue such as this was not brought forward for input from us.

We have examined the possible implications of the recommendation and as we see it, by transferring the administration of Development Control from the Region to the City, the following points should be considered:

1. *Duplication of work in reviewing development applications, engineering drawings, etc. as well as a duplication in supervision of construction of municipal services in subdivisions.*

At the present time, Regional Roads Department reviews all applications on behalf of the City for compliance with the standards for roadways, storm sewers and grading. At the same time, they review the applications for Regional functions, namely, sanitary sewers, watermains and Regional Roads. One Department is therefore responsible for reviewing the whole picture. If this function is broken up so that the City reviews their own services, responsibility is also broken up since the whole application is not being reviewed at one time by any one Department.

Similarly, in the supervision of construction, duplication of City and Regional staff would occur at the same project since responsibility of the various services would be divided. There is already considerable duplication when you consider that the Region, the Soils consultant and the Engineering consultant have to provide inspection and supervision during construction of services in subdivisions.

2. *Increase in the number of engineering staff at the City Public Works Department with possible reduction in the staffing levels at the Region's Roads Department and a possible decrease in revenue to the City from leased office space.*

It is proposed that 4 additional positions be created in the City Public Works Department and the position of Operations Engineer (Public Works) be enhanced to Manager, Programming and Development. The cost of this staffing was not identified in the report and we would be interested to know the details of the financial implications caused by this change. It is possible, as pointed out in the report, that the reduction in the work load at the Region may lead to a reduction in the floor space leased by the Region thereby reducing revenue to the City. It is unclear if this was accounted for in the financial implications. An annual revenue increase of \$2,642.00 in road closure application fees will not have a measurable impact on the financial status of the City.

3. *Streamlining of Development Applications*

As you may be aware, the HHHBA supported an application made by the Region to obtain an ACT grant to develop streamlining guidelines for development applications. This grant was recently approved and a working group has been set up to provide suggestions for streamlining. One of the ways to streamline development applications is to co-ordinate the approval function of local and regional responsibilities under one body so as to reduce the

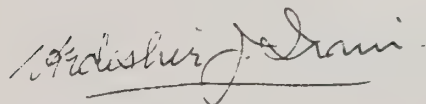
number of times the application is reviewed. The proposal in the recommendation of February 28, 1994 is completely contrary to that principle and we would welcome an opportunity to discuss how a transfer of functions from the Region could *"also result in efficiencies in the development control, encroachment and road closure process.."*

In summary, HHHBA is cognizant of the need for cost control for all municipal functions and are prepared to work with City Council and staff to provide input into the process of achieving this overall goal. We urge you to look at the whole picture as it relates to the development application and approval process and how it fits in with the present operational and financial function of the City, especially with respect to future growth projections. Alternatives to the transfer of City functions of development control back to City Public Works should be examined.

We recommend that Council table the recommendation of February 28, 1994 from the Transport and Environment Committee and direct staff to liaison with the Region, HHHBA and other affected groups, so as to investigate the whole picture of development control and approval especially from the point of view of its impact on the development industry and bring forth an **overall strategy** that would enable the City to provide the most cost-efficient and streamlined way of providing service to its clients, namely, the tax-payers and business-persons.

We would be pleased to participate in any discussions in this matter.

Respectfully submitted,



Adi Irani, P.Eng.
Chairman, Development Council
Hamilton-Halton Home Builders' Association

AJI/wp

copy: - Kevin Christenson, Secretary
Transport and Environment Committee

CONSENT AGENDA

**Transport and Environment Committee
Monday, 1994 April 18
9:30 o'clock a.m.
Room 233, City Hall**

A G E N D A

A. ADOPTION OF THE MINUTES

- i. Minutes of the Meeting held 1994 March 14

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) Kinsley Drive and Broker Drive
- (b) Courtland Avenue between Cranbrook Drive
and Stone Church Road West
- (c) North Side of Whitfield Avenue,
East of Birmingham Street
- (d) South Bend Road East
Between Upper James Street and West 5th Street
- (e) McElroy Road West Between West 2nd Street
and West 3rd Street
- (f) East Side of Leeming Street,
north of Cannon Street
- (g) Birmingham Street
- (h) Columbia Drive between
Bendamere Avenue and Verona Place

ii. Wheelchair Loading Zones

- (a) No. 26 Bayfield Avenue
- (b) East Side of Wood Street West,
south of Burlington Street West
- (c) 116 East 23rd Street
- (d) No. 157 Lake Avenue North

iii. **Bus Stop Relocations**

Bayfront Bus Route, City of Hamilton

iv. **Snow Route Designation**

Eleanor Avenue

v. **By-law Consolidation**

Consolidation of Parking Time and No Parking Sections
of City of Hamilton Traffic By-law No. 89-72

vi. **School Bus Loading Zone**

North Side of Maplewood Avenue,
adjacent to Adelaide Hoodless School

vii. **Application for a Time Limit Exemption Permit**

Apartment Building at No. 53 Lorne Avenue

viii. **Request for a Reserved "Permit Parking" Space
for a Disabled Resident**

No. 56 Peter Street

ix. **School Crossing Guard**

Gemini Drive/Megna Court and Upper Paradise Road

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. **Temporary Street Enclosures**

(a) **Boy Scout/Girl Guide Parade, 1994 May 28**

(b) **Greater Hamilton Aquafest**

ii. **Encroachment Agreements**

(a) **Beach Road, Communication Cable Installation**

(b) **183 - 185 Simcoe Street East
Rescinding of Encroachment Agreement**

(c) **95 MacNab Street North
Discharge of Encroachment Agreement**

(d) Encroachment Agreements

iii. Servicing Expenditures

**1994 Servicing Expenditures Related to Subdivisions
"Anchor Road Industrial Park" & "Wisemount Estates"**

D. DIRECTOR OF PROPERTY

**Termination of Lease
499 Charlton Avenue East
W. Faulkner**

E. MANAGER OF PURCHASING

Annual Supply of Aggregates, Public Works Department

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

2(A)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman T. Jackson
Alderman F. D'Amico

Absent: Alderman F. Eisenberger

Also present: Alderman D. Ross
Alderman G. Copps
Alderman D. Agostino
Joe Pavelka, Chief Administrative Officer
Doug Lobo, Director of Public Works
Chris Firth-Eagland, Public Works Department
Len King, Building Commissioner
Murray Main, Director of Traffic
Marty Hazell, Traffic Department
Mike Watson, Property Department
Tina Agnello, Acting Secretary

1. DELEGATION

Development Charges - No. 204 Chesley Street, Mr. Ray Richardson

Mr. Richardson was present. He had appeared before the Committee previously and is now requesting the Committee again to relieve some development charges on property located at Harbottle Court. He stated that staff does not want to change the status quo. The average tax payer should not be treated the same as a large-scale developer. He stated that if \$35,000. costs are put on each lot then they would have to be sold at \$85,000. to make a profit which is much too high. He asked how under the circumstances he could make a reasonable profit.

Alderman Ross suggested that two categories of development charges be specified; one for large developers, and one for one to two lot severances. He stated that development should be encouraged not discouraged and that severances for two lots only cannot carry the costs of the development charges.

Alderman Merling stated that lots which are not developed cost the taxpayers money since the cost for the servicing installed is never recovered.

Mr. Pavelka stated that costs incurred to the City are a matter of recovery, since the services are already inground. He suggested that the developer not be forced to pay the costs until a deal is made to sell the lots. The other option is for the Building Department who are presently scanning other municipalities to prepare a staff report as to what can be done for a small amount of lots which are being developed.

Alderman Agro concurred that there should be a difference between large developers and small one or two lot severances.

Alderman D'Amico suggested that a policy be developed for a maximum of three lot severances since there are other examples throughout the City which exist and this can ultimately create a greater tax base for the City and Region.

Mr. King stated that there are other examples of properties not developed because the servicing costs are too high but the City and the Region have spent the money and are required to recover it. He noted to the Committee that Mr. Richardson has other costs which the City is not in control of.

Following a brief discussion, the Committee moved to table the request regarding development charges for 204 Chesley Street to the next regular meeting of the Transport and Environment Committee in order that the Building Department Staff be directed to prepare a report on the possibility of developing a policy for severances for one to two lot developments.

2. ADOPTION OF THE MINUTES

The minutes of the meeting held 1994 February 28 were adopted as circulated.

3. DIRECTOR OF PUBLIC WORKS

Streets and Sanitation Division Budget Reduction

Alderman Merling updated the Committee and stated that the previous report had come before the Committee recommending layoffs and that staff had been directed to redraft the report to eliminate the layoffs and save money elsewhere. Chris Firth Eagland stated that the present report before the Committee is an achievable current budget reduction of \$330,000. will be saved through this report to the Transport and Environment Committee and a report will be forthcoming to the Parks and Recreation Committee with an additional \$200,000. savings. Mr. Firth-Eagland continued by stating that the number of general foreman, concrete finishers and asphalt workers has been reduced significantly. This has been done through early retirement. It is now being proposed that 9 positions be seasonal and that these people work 6 months per year but retain their benefits 12 months throughout the year and that they be recalled every 6 months. After 18 months of employment, they will be eligible to apply for full-time employment.

Mr. Firth-Eagland stated that item (c) addresses the collective agreement concerns through the Commissioner of Human Resources. He stated that 33 fewer people working in the Public Works Department than there were at the beginning of the year and he also stated that the foremen in the Union are all comfortable with the proposal.

A discussion ensued with regard to the lower City and how it is determined the number of people who work in the lower and upper City are determined. Chris Firth-Eagland replied to Alderman Copps that 660 kilometres of road has been added on the Mountain since last year and conditions are always changing which makes operations slightly more complicated.

Mr. Pavelka reiterated that service will not be affected and that only middle management has been affected. The proportion of staff is divided throughout the City by workload.

Alderman Wilson and Alderman Jackson concurred that it is through the streamlining effect that the Committee should be kept abreast on such matters throughout the years.

Alderman Agro added that years ago seasonal employees were used on a regular basis.

Following discussion, the Committee resolved that the following recommendations be approved and forwarded to the Committee of the Whole and City Council for consideration as a component of the overall City 1994 current budget deliberations.

- (a) That the current budget for the Streets and Sanitation Division be reduced by \$330,000. recognizing that:
 - \$150,000. of these savings will be achieved through a supervisory reorganization which eliminates 3 General Foreman positions; and that
 - \$180,000. of these savings will be achieved by filling 7 vacant concrete finisher and 2 vacant asphalt raker positions, on a seasonal basis.
- (b) That the organizational format for the Streets and Sanitation Division supervisory level, as outlined in Appendix "A" attached hereto, be approved for implementation on 1994 November 1 with referral to the Human Resources Centre respecting job descriptions and salary classifications.
- (c) That the Director of Public Works and the Commissioner of Human Resources be authorized to hold discussions with the C.U.P.E. Local 5 Executive, towards the inclusion of a "seasonal" designation for specific positions within the next Collective Agreement with the Union.

4. DIRECTOR OF TRAFFIC SERVICES

(a) **Appointment of Parking Control Officers**

As recommended by the Director of Traffic Services in a report dated 1994 March 7, the Committee recommended to Council as follows:

- (a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Colin Vale
Andrew Boyle
Wayne DiLabbio
Richard McMillan
Leo Lavoie

- (b) That the following appointments as Parking Control Officers be repealed:

Wayne Dans
Joanne Wigmore
Melissa Gould
Hugh Hamilton

(b) **No. 81 Tom Street Request for a Reserved "Permit Parking" Space for a Disabled Resident**

As recommended by the Director of Traffic Services in a report dated 1994 February 24, the Committee recommended to Council as follows:

- (a) That a "Permit Parking" regulation be implemented on the south side of Tom Street commencing at a point 166 feet west of Dundurn Street North and extending to a point 16 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Ruth-Ann Smith, No. 80 Tom Street; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

- (c) **East 23rd Street between
Concession Street and Crockett Street
- Parking Regulations**

As recommended by the Director of Traffic Services in a report dated 1994 February 22, the Committee recommended to Council as follows:

- (a) That a "Two Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of East 23rd Street commencing 148 feet south of Concession Street and extending to Crockett Street; and on the west side commencing 73 feet south of Concession Street and extending to Crockett Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (d) **North Side of King William Street between
James Street North and John Street North
- Parking Regulations**

As recommended by the Director of Traffic Services in a report dated 1994 February 24, the Committee recommended to Council as follows:

- (a) That the duration of parking meters on the north side of King William Street between James Street North and John Street North be increased from half hour to one hour; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

5. MANAGER OF PURCHASING

- (a) **Annual Supply of Asphaltic Concrete and Bituminous Materials
Public Works Department**

As recommended by the Manager of Purchasing in a report dated 1994 March 3, the Committee recommended to Council as follows:

That purchase orders be issued for the supply of Asphaltic Concrete and Bituminous Materials as and when required during 1994 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and financed through Stock Materials Account No. CH56197 60999 as follows:

Cayuga Materials & Construction, Cayuga

Asphalt Surface Course H.M.3	\$40.00
Asphalt Binder Course H.M.5	36.75

Standard Asphalt, Hamilton

Asphalt Surface Course H.M.3	\$43.00
Asphalt Binder Course H.M.5	39.00
Cold Laid Patching Material	63.75
Concrete Patching Mixture	88.75

<u>Taro Aggregates, Stoney Creek</u>		
Asphalt Surface Course H.M.3		\$41.00
Asphalt Binder Course H.M.5		39.00
<u>Norjohn Limited, Thorold</u>		
Cationic Emulsion CRS-2	delivered	0.2817 litre
<u>McAsphalt Industries, Scarborough</u>		
Crack Sealing Material	delivered	0.5465 litre
<u>TCG Materials, Brantford</u>		
Concrete Patching Mixture	delivered	80.00 (QPR2000)
		89.00 (Fine Mix QPR2000)

GST and PST extra where applicable. Prices per tonne, picked up, unless otherwise specified.

(b) **Annual Supply and Delivery of Chemicals, Public Works Department**

As recommended by the Manager of Purchasing in a report dated 1994 March 3, the Committee recommended to Council as follows:

That purchase orders be issued for the supply and delivery of Chemicals as and when required during 1994 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendor's tenders and be financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Canadian Protective Products, Pickering</u>		
Flake Calcium Chloride		\$0.30275 per kg.
<u>Pollard Highway Products, Harrow</u>		
Liquid Calcium Chloride		\$0.1010 per litre

GST and PST extra where applicable.

(c) **Annual Supply and Delivery
of Mixed Portland Cement Concrete - Public Works Department**

As recommended by the Manager of Purchasing in a report dated 1994 March 3, the Committee recommended to Council as follows:

That purchase orders be issued for the supply and delivery of Mixed Portland Cement Concrete as and when required during 1994 by the Public Works Department in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders and be financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Dufferin Concrete Products, Hamilton</u>		
	<u>Delivered</u>	<u>Picked up</u>
Sidewalk, Curb & Roadway Concrete	\$90.80	\$88.80
Unshrinkable Fill	47.60	44.00
<u>Independent Ready Mix Concrete, Hannon</u>		
Sidewalk, Curb & Roadway Concrete	94.90	91.90

GST and PST extra where applicable. Prices per tonne.

6. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**Information Reports**

The Committee moved receive the following list of information reports previously distributed to the members of the Transport and Environment Committee:

Date	From	Subject	Date Distributed
1994 February 17	P. J. Halliday Senior Director Environmental Services	Small Quantity Hazardous Waste Pilot Project	1994 February 24
1994 March 7	Canadian National Railways	Proposed Abandonment of the Rymal Spur from Rymal (mileage 6.5) to Caledonia (mileage 15.9) in the Province of Ontario	1994 March 8

7. NEW BUSINESS

None.

8. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved

**ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE**

**Tina Agnello, Acting Secretary
1994 March 14**

/mjw

26Xixa

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

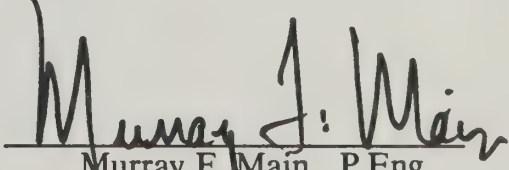
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Kingsley Drive and Broker Drive - Parking Regulations. [TEC-55-94]

RECOMMENDATION:

- a) That the existing "No Stopping Anytime" regulation on the west side of Kingsley Drive from Broker Drive to 300 feet southerly be removed and replaced with a "No Parking Anytime" regulation; and
- b) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Broker Drive commencing at a point 379 feet west of Kingsley Drive and extending to a point 60 feet westerly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

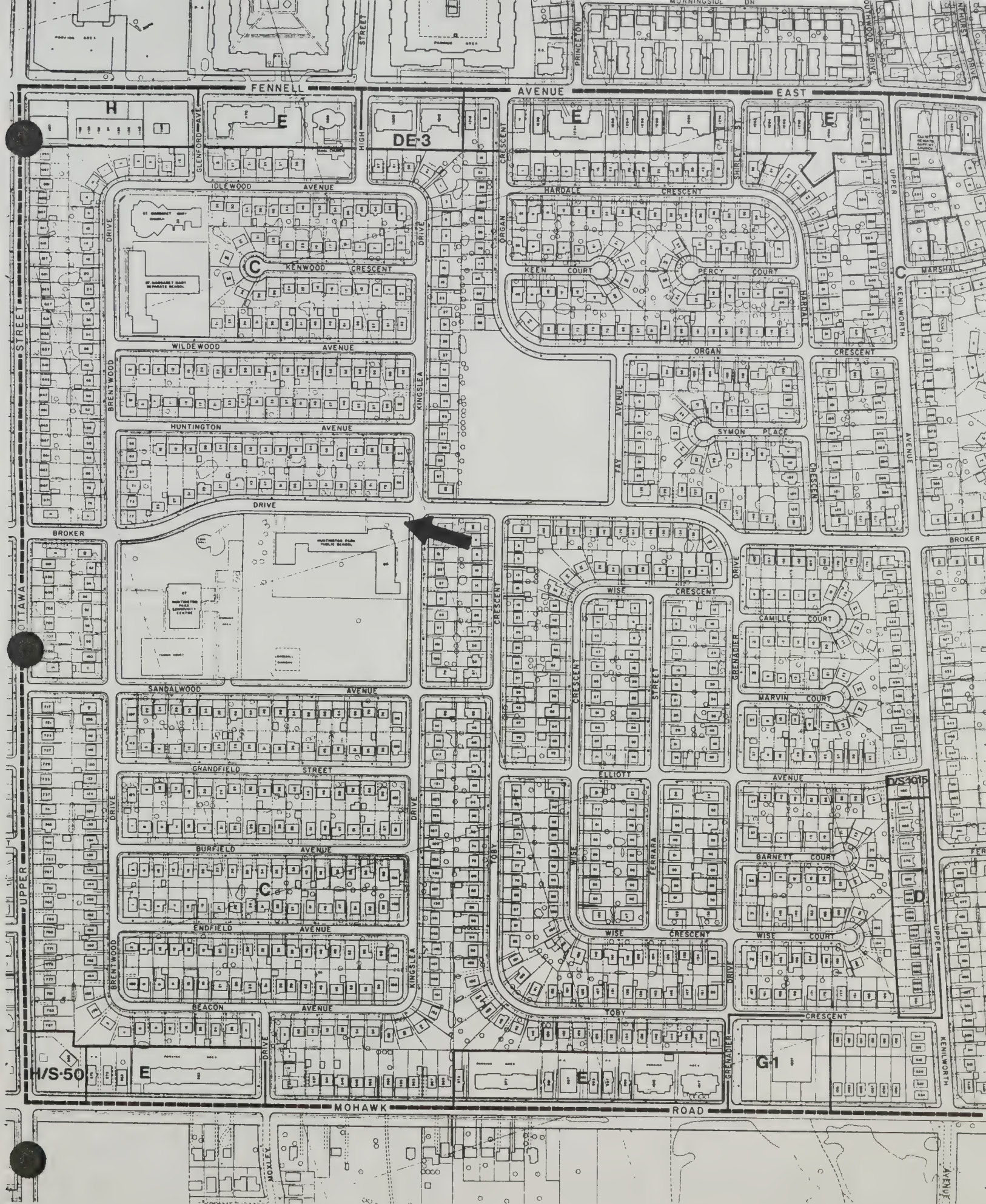
BACKGROUND:

The Traffic Department is in receipt of a letter from the Principal of Huntington Park School requesting changes to the parking regulations on both Kingsley Drive and Broker Drive. On the west side of Kingsley Drive there currently is a "No Stopping Anytime" regulation adjacent to the school while a "No Parking Anytime" regulation is signed on the remainder of the block adjacent to the playground area. The Principal along with staff agree that the current "No Stopping Anytime" regulation is over-restrictive and not required. Therefore, the Traffic Department recommends that the "No Stopping Anytime" regulation be removed and replaced with a "No Parking Anytime" regulation.

The school has three D.A.R.T.S. vehicles loading/unloading students on Broker Drive and with the current regulations have difficulty finding curbside space due to parents loading/unloading their children from private vehicles. The designation of a Wheelchair Loading Zone will provide a dedicated space for D.A.R.T.S. vehicles. The area is currently signed with a "No Parking Anytime" regulation.

All of the residential properties in the area have off-street parking provided. Therefore, the proposed regulations would have no impact on the neighbouring residential properties. Therefore, the Traffic Department concurs with these changes.


TA/MH/kg



2(B)(i)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

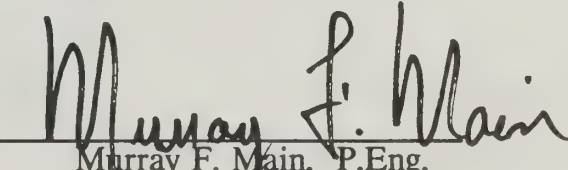
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Courtland Avenue between Cranbrook Drive and Stone Church Road West - Parking Regulations. [TEC-56-94]

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the east side of Courtland Avenue between Cranbrook Drive and Stone Church Road West be switched to the west side of the street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

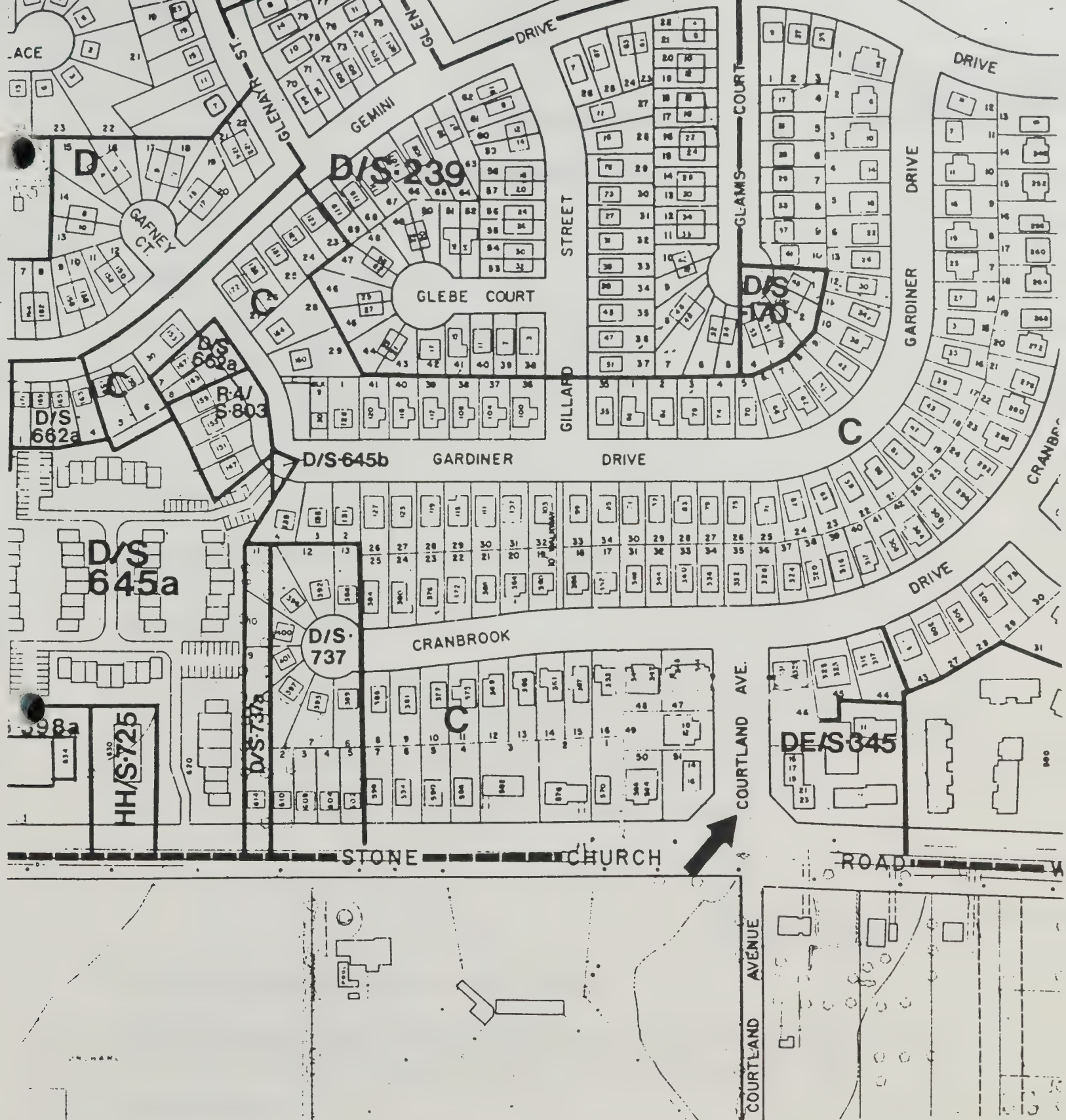
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all six one, two and three family dwellings abutting Courtland between Cranbrook and Stone Church requesting that the existing "No Parking" regulation on the east side of the street in this block be switched to the west side. All six residents are in favour of the requested regulation.

Courtland has a 44 foot pavement width, and presently, parking is prohibited on the entire east side and on the west side from Stone Church to a point 58 feet northerly therefrom. The residents have expressed concern regarding townhouse residents and visitors parking their vehicles in front of the single family homes on the west side of the street. They also expressed concern regarding snow removal operations and the fact there would be more available on-street parking if the "No Parking" regulation was switched to the west side of the street.

An investigation has confirmed that there could be a few additional parking spaces on the east side of the street. Therefore, since all residents of the one, two and three family dwellings are in favour of the requested change, the Traffic Department concurs with the request.

CVB - MH
CVB/MH/ca



26XIXC

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

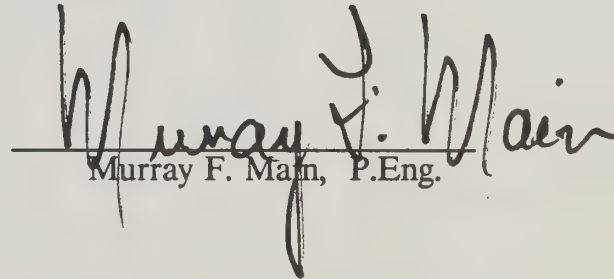
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Whitfield Avenue, east of Birmingham Street - Parking Regulations. [TEC-58-94]

RECOMMENDATION:

- a) That the existing "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of Whitfield Avenue commencing at Birmingham Street and extending to a point 187 feet easterly therefrom, be replaced with a "No Stopping, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Donna Corby of Sheridan Chemicals, 16 Birmingham Street, to replace the existing "No Parking 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of Whitfield between Birmingham and a point 187 feet easterly therefrom, with a "No Stopping, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation. Ms. Corby has expressed concern that vehicles frequently park in this area

obstructing driveway movements leading to their shipping/receiving area as well as obstructing turning movements of tractor trailers at Birmingham and Whitfield.

Whitfield has a 28 foot pavement with and presently, there is a "No Parking" regulation on the south side and a part-time parking prohibition on the north side of the street adjacent to this business. The implementation of the requested regulation would facilitate enforcement procedures, therefore, the Traffic Department concurs with the request.

CVB
CVB/MH/ca

K

BIRMINGHAM

GAGE

K/S-727



WHITFIELD

AVE

NORTON AVE

BEACH

ROAD

RAILWAY

K

2(BX)XD

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

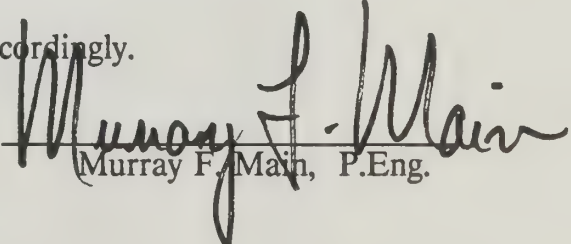
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South Bend Road East between Upper James Street and West 5th Street - Parking Regulations. [TEC-60-94]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of South Bend Road East between Upper James Street and West 5th Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each permit would off-set the cost to some degree.

BACKGROUND:

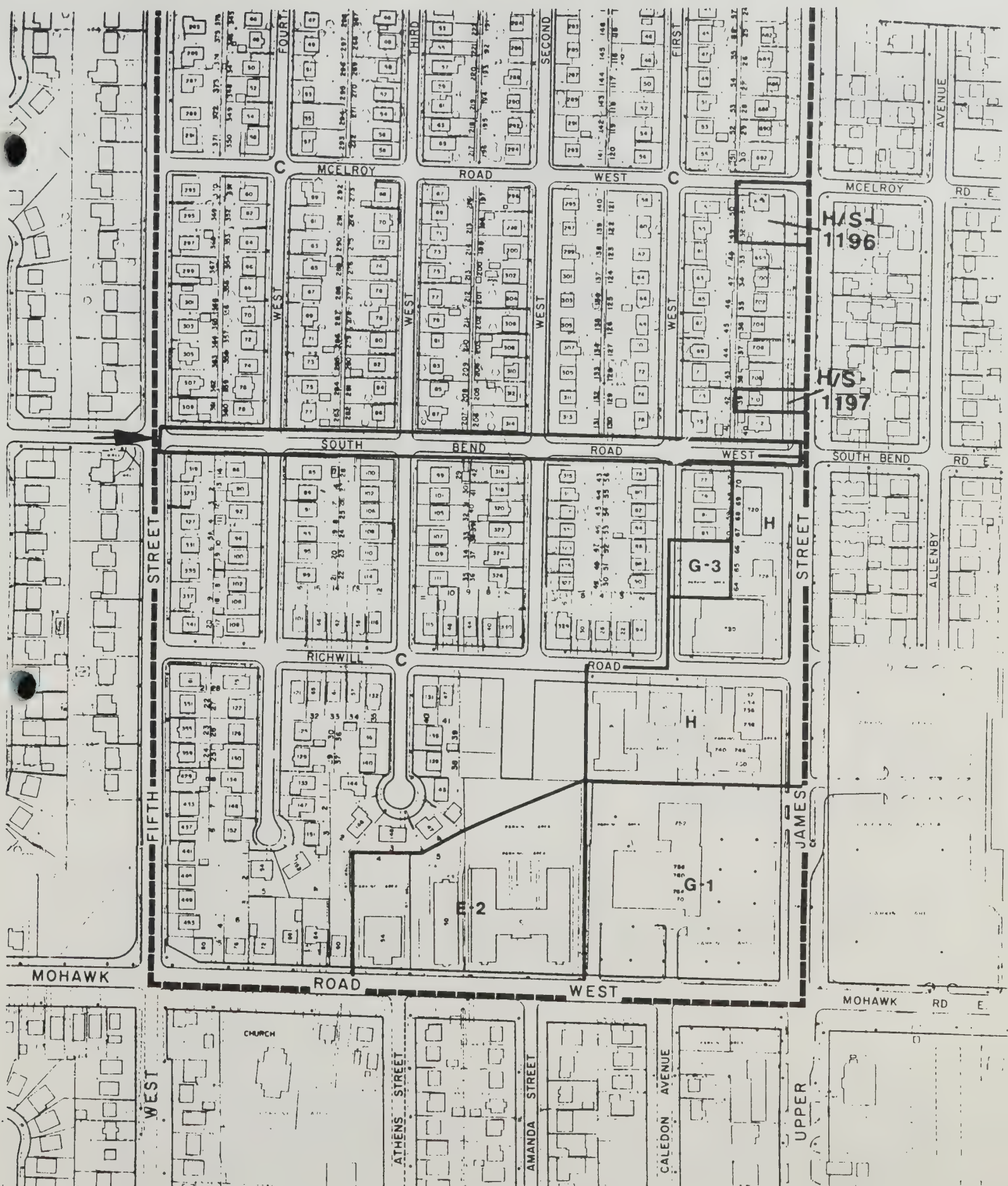
The Traffic Department has received a petition signed by representatives of 13 of the 19 residential properties abutting South Bend Road East between Upper James Street and West 5th Street, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of the street in this area.

All of the residents who signed the petition are in favour of the requested regulation. Staff has contacted one additional resident, Mrs. Harrison, No. 78 West 3rd Street, and she has stated that she supports the requested regulation.

South Bend Road has a 28 foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College.

The implementation of the requested regulation would prohibit long-term non-resident parking and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 68 percent of the abutting residents support the requested regulation, the Traffic Department concurs with the request.

mt cvb
MT/CVB/kg



FIFTH STREET

WEST

MOHAWK

ROAD

WEST

MOHAWK RD E

RICHWILL

SOUTH

BEND

ROAD

WEST

SOUTH BEND

RD E

MCELROY

ROAD

WEST

MCELROY

RD E

ATHENS STREET

AMANDA STREET

CALEDON AVENUE

UPPER

ALLENBY

AVENUE

G-3

G-1

H

H

H/S-1196

H/S-1197

CHURCH

C

C

C

2(BXiXe)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

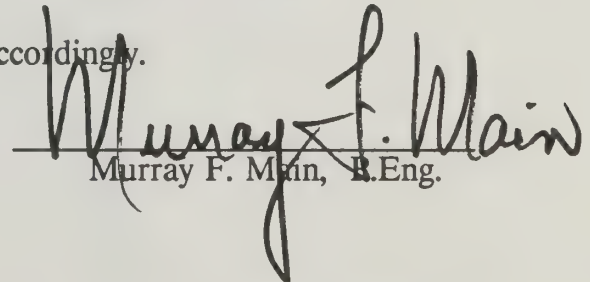
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

McElroy Road West between West 2nd Street and West 3rd Street - Parking Regulations.
[TEC-61-94]

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the north side of McElroy Road West between West 2nd Street and West 3rd Street be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each permit would off-set the cost to some degree.

BACKGROUND:

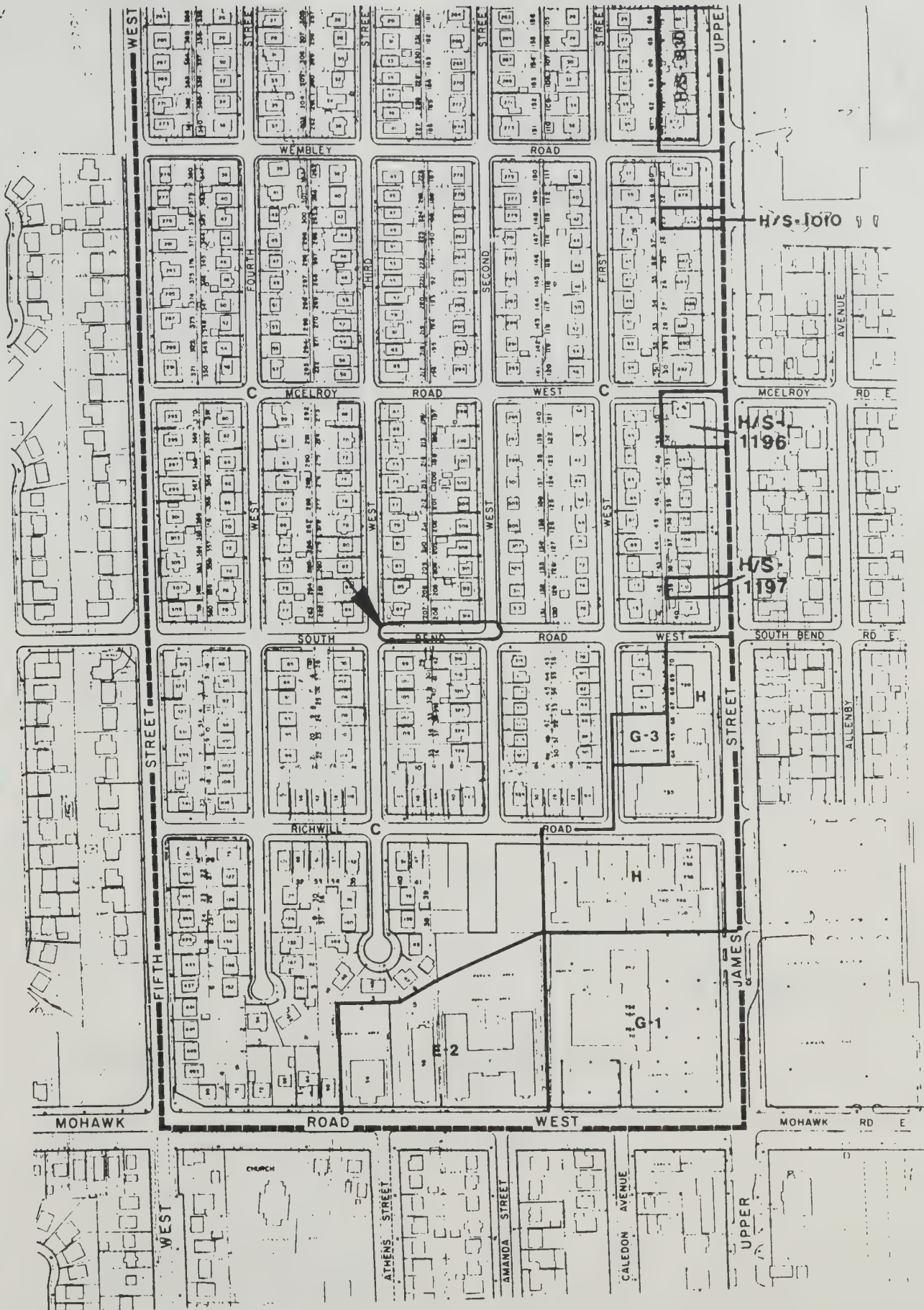
The Traffic Department has received a petition signed by representatives of all four of the residential properties abutting McElroy Road West between West 2nd Street and West 3rd Street, requesting that the existing "No Parking" regulation on the north side of McElroy between West 2nd and West 3rd, be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation to provide area residents with additional on-street parking. All four of the residents who signed the petition are in favour of the requested regulation.

McElroy Road West has a 28 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street in this area. In December of 1993, the City Council approved a "No Parking" regulation on the north side of McElroy between West 2nd and West 3rd to improve driveway movements and visibility for southbound motorists on West 2nd and West 3rd attempting to enter McElroy as a result of a sufficiently signed petition. The Traffic Department expressed the opinion at that time, that the removal of parking from both sides of residential streets such as this is over-restrictive and unnecessary.

The implementation of the requested regulation would restore approximately eight legal on-street parking spaces in this area which would be controlled by a one hour limit and area residents of one, two and three family dwellings would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since all of the abutting residents support the requested regulation, the Traffic Department concurs with the request.



MT/CVB/kg



26X1F

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

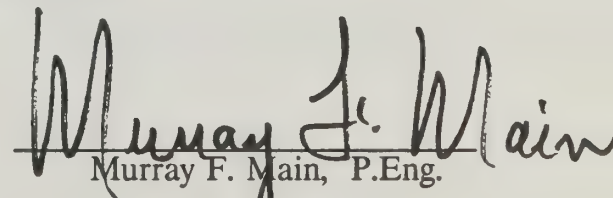
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Leeming Street, north of Cannon Street - Parking Regulations. [TEC-65-94]

RECOMMENDATION:

- a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Leeming Street, commencing at a point 449 feet north of Cannon Street East and extending to a point 195 feet northerly therefrom be revised, such that the regulation is in effect from Monday to Friday; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of replacing the subject signs.

BACKGROUND:

The Traffic Department has received concerns from area residents regarding a lack of on-street parking on Leeming between Cannon and Barton. Leeming has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in conjunction with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the street in this area.

There is also a 195 foot "No Parking 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of the street to allow loading and unloading to occur directly in front of Wright's Abrasives, 34 Leeming Street. However, the Traffic Department has confirmed that this business is not open on the weekends and therefore, the regulation is not required on Saturdays and it would be appropriate to revise the regulation such that it would be in effect Monday to Friday only.

CVB *MH*
CVB/MH/ca

2(BXiX9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

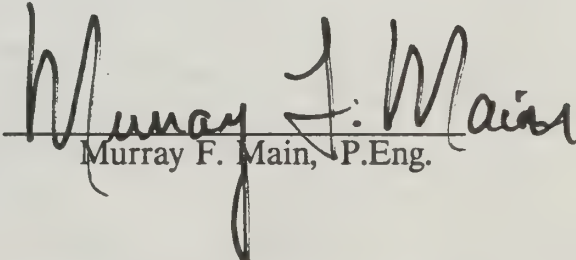
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Birmingham Street - Parking Regulations. [TEC-66-94]

RECOMMENDATION:

- a) That parking be allowed on the west side and prohibited on the east side of Birmingham Street between the C.N.R. tracks and the T.H.& B. tracks; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department recently received a request from Mr. Jim Kruchka, Canadian Liquid Air, 95 Birmingham Street, that the existing "No Parking" regulation on the west side of the street in front of this business be removed to provide some on-street parking for their customers.

Birmingham has a 28 foot pavement width, and presently, parking is prohibited on both sides of the street in this area. However, there is a discrepancy between the on-street signing and the By-law entry. The City Traffic By-law 89-72 provides for an "Alternate Side Parking" regulation in this area.

The land use on Birmingham in this area is industrial. An investigation has revealed that due to existing driveway approaches and fire hydrants, there are several more parking spaces on the west side than there are on the east side of the street between the two railway crossings. The Traffic Department supports allowing parking on one side of the street, and therefore, concurs with the request.

CA MH
CVB/MH/ca

STREET

EAST

806

LEEDS

ST.

BIRMINGHAM

K

NORTH

AVE

GAGE

K/S-727

WHITFIELD

AVE

NORTON AVE

BEACH

ROAD

STREET

K

LOTTRIDGE

26XIXH

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 28

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

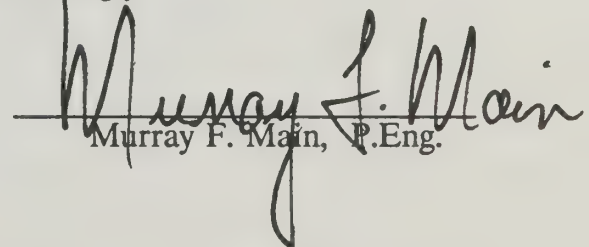
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Columbia Drive between Bendamere Avenue and Verona Place - Parking Regulations.
[TEC-68-94]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m, Monday to Friday" regulation be implemented on Columbia Drive on the west side between Bendamere Avenue and Hudson Court and on the east side between Bendamere Avenue and Verona Place; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.


BACKGROUND:

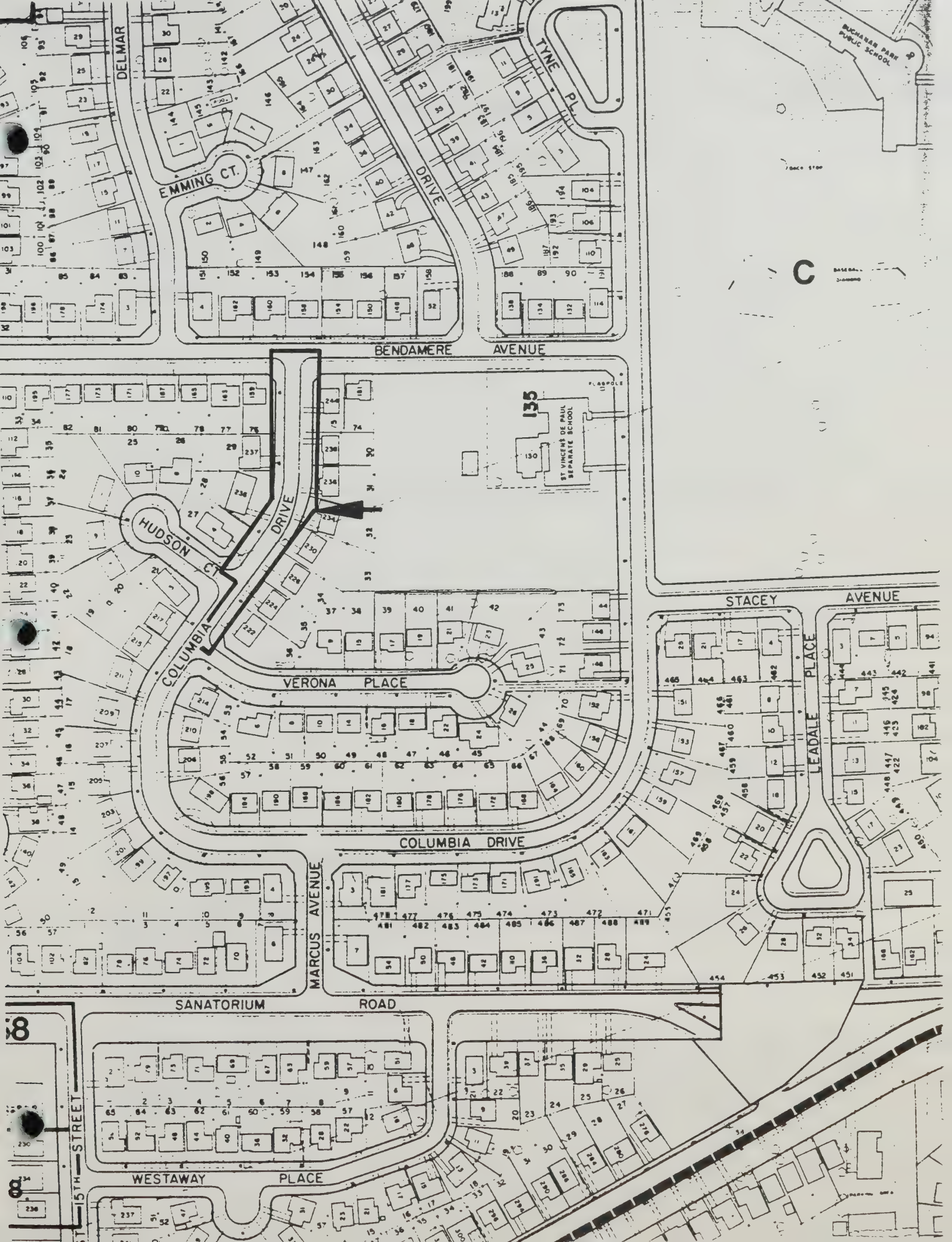
The Traffic Department received a petition signed by representatives of 11 of the 12 residential properties abutting Columbia Drive between Bendamere Avenue and Verona Place requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. Ten of the eleven residents who signed the petition are in favour of the requested regulation and one is opposed.

Columbia Drive has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The resident who circulated the petition has

expressed concern regarding long-term non-resident parking by students of Mohawk College. The implementation of the requested regulation would prohibit long-term non-resident parking on both sides of the street during weekdays in this area. Therefore, since 92 percent of the abutting residents support the requested regulation, the Traffic Department concurs with the request.

In December 1993, the Traffic Department received a previous petition requesting that a "No Parking, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of the street. However, the resident who circulated both petitions has stated that the second petition will override the first petition.


MT/MH/ca



C

BASED ON

2-1-1960

26X11a

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

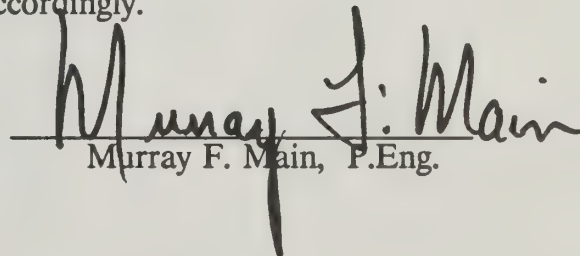
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 26 Bayfield Avenue - Request for a Wheelchair Loading Zone. [TEC-52-94]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of Bayfield Avenue commencing at a point 273 feet north of McAnulty Boulevard and extending to a point 24 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

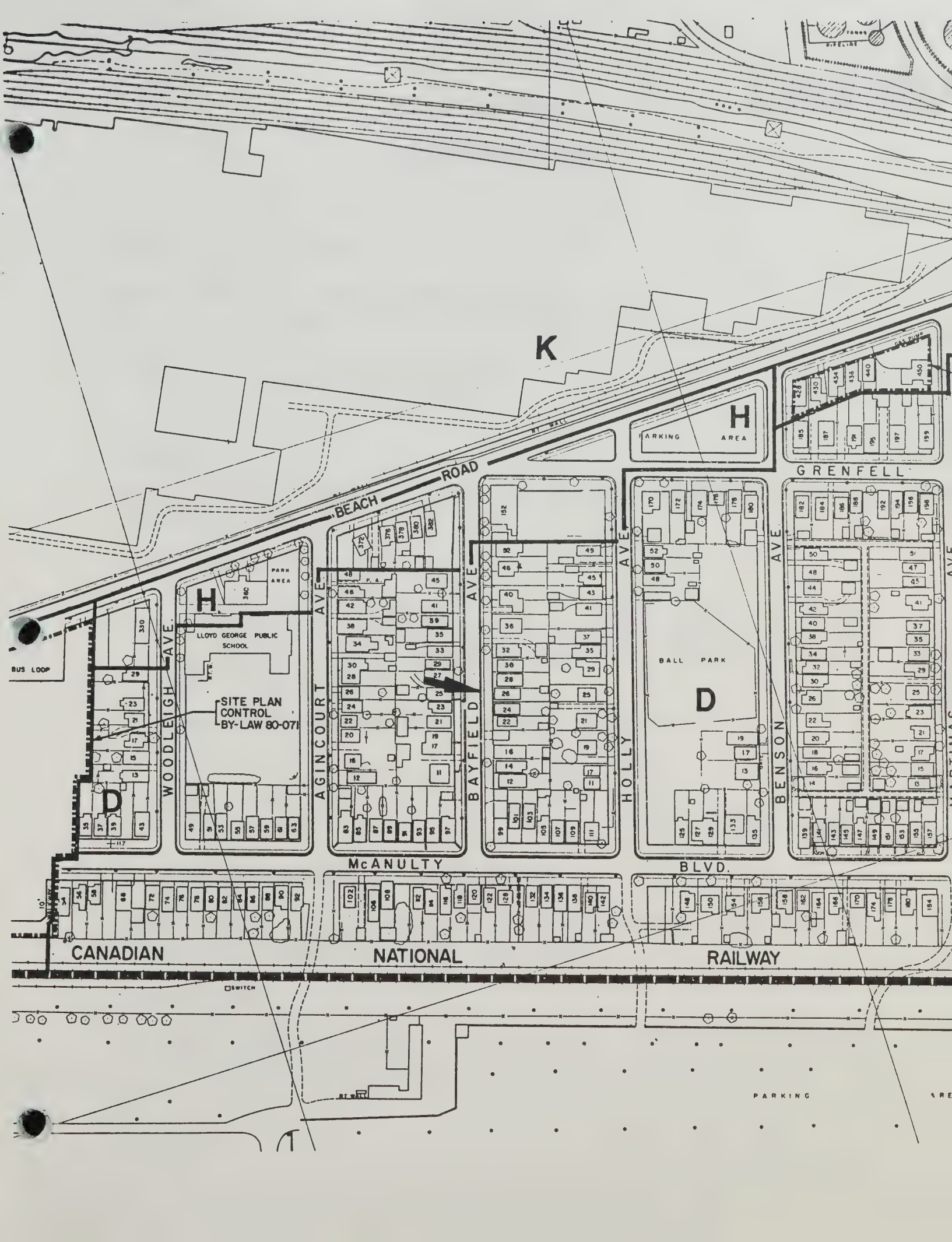
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Geraldine Copps has advised the Traffic Department of a request from Katherine Balenovich, No. 26 Bayfield Avenue, that a wheelchair loading zone be designated on the east side of the street directly in front of her home since she is disabled and requires the space for her daughter who picks her up for doctor appointments, therapy, etc.

Bayfield Avenue has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property during the day under the existing "Alternate Side Parking" regulation. Periodic observations revealed that this street is heavily parked during the day. However, the applicant has agreed to limit the hours of the regulation such that the space would be available for parking after 8:00 p.m. each evening and all day on the weekends. Therefore, staff do not anticipate any parking problems for area residents and concurs with the request.


MT/CVB/kg



2(b)(1)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

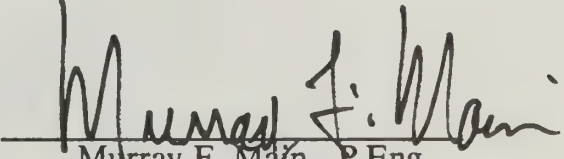
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Wood Street West, south of Burlington Street West - Request for a Wheelchair Loading Zone. [TEC-57-94]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 8:00 p.m., seven days a week" regulation be implemented on the east side of Wood Street West commencing at a point 74 feet south of Burlington Street West and extending to a point 24 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

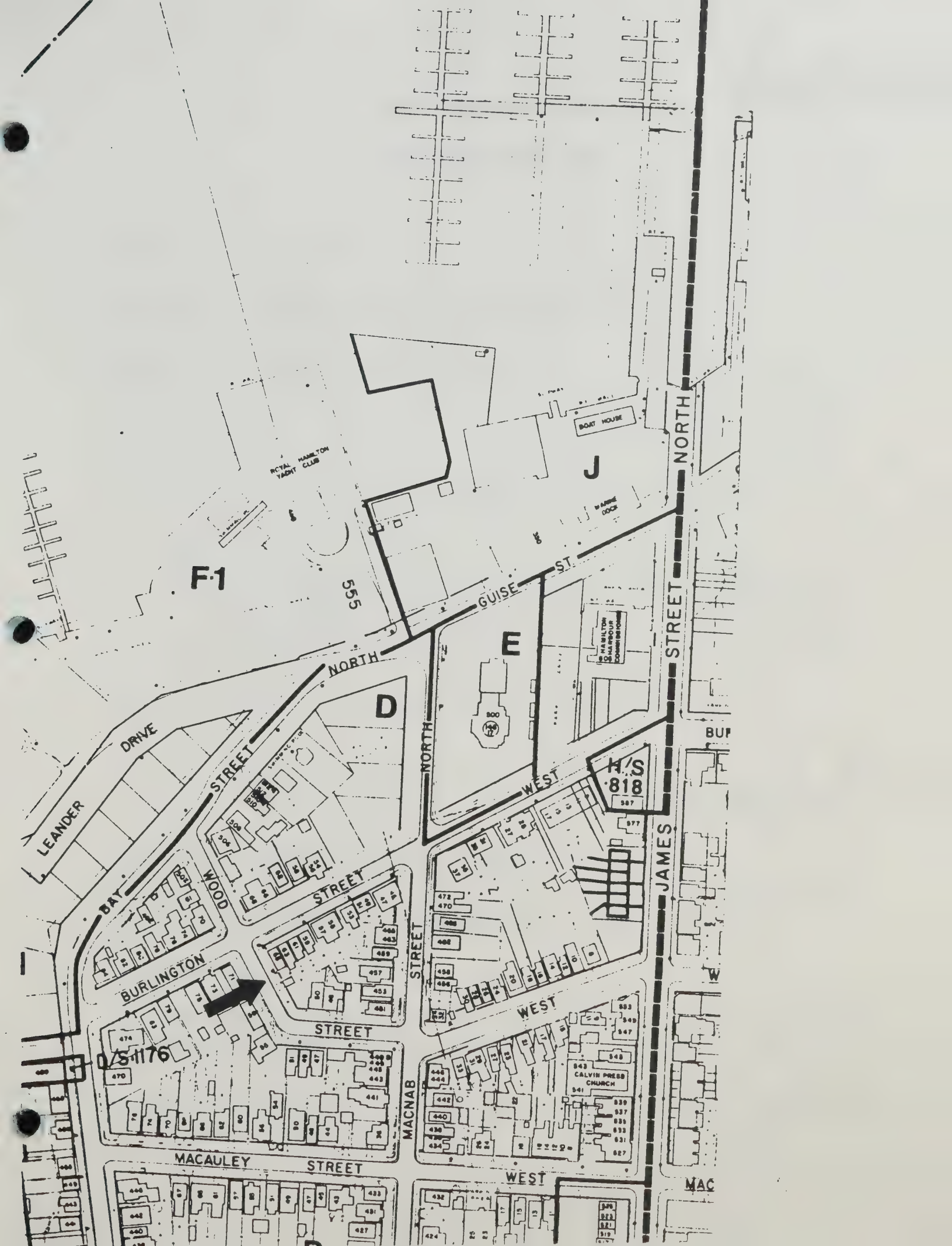
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Al Wilcox, 65 Burlington Street West, that a wheelchair loading zone be implemented on the east side of Wood Street West adjacent to his home since he is disabled and requires the use of Darts vehicles.

Wood has a 26 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The implementation of the requested regulation would result in a loss of only legal on-street parking space directly adjacent to the applicants' property. Periodic observations have revealed that the street is moderately parked during the day and heavily parked in the evening. However, since the applicant has agreed to limit the hours of the regulation such that the space would be available for parking after 8:00 p.m. each evening and parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

CVB
CVB/MH/ca



F-1

ROYAL HAMILTON
YACHT CLUB

555

BOAT HOUSE

J

WARM DOCK

HAMILTON
S. H. HARRISON
CONCRETE WORKS

E

H/S
818

D

LEANDER DRIVE

BAY STREET

WOOD STREET

BURLINGTON STREET

WOOD STREET

MACAULEY STREET

MACNAB STREET

WEST

WEST

JAMES STREET NORTH

MAC

D/S-1176

CALVIN PRESS CHURCH

2(BXiXc)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

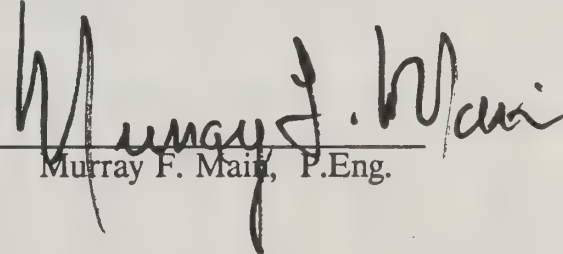
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

116 East 23rd Street - Request for a Wheelchair Loading Zone. [TEC-63-94]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Zone Only, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of East 23rd Street commencing at a point 162 feet north of Queensdale Avenue East and extending to a point 19 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

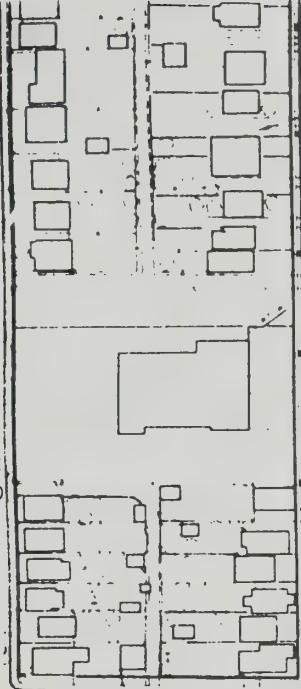
BACKGROUND:

The Traffic Department has received a request from Mr. Eugene Garreau that a wheelchair loading zone be implemented on the west side of East 23rd in front of his mother's home, 116 East 23rd Street, since she is disabled and requires the use of Darts vehicles.

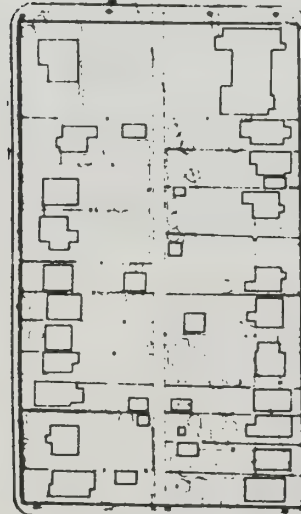
East 23rd has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The implementation of the requested regulation would result in a loss of only one legal on-street parking space directly in front of 116 East 23rd Street. However, since parking is permitted on both sides of the street for the remainder of the block and since the resident has agreed to limit the hours of the regulation such that the space would be available for parking after 4:00 p.m. on weekdays and at all times on weekends, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

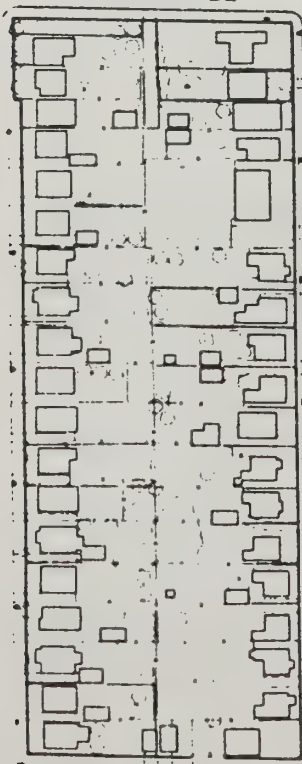
CVB/MH/ca



INVERNESS AV. E

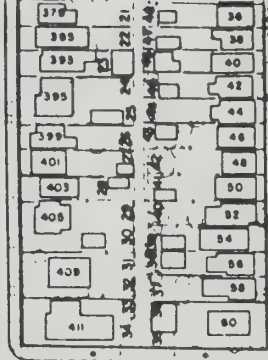


QUEENSDALE

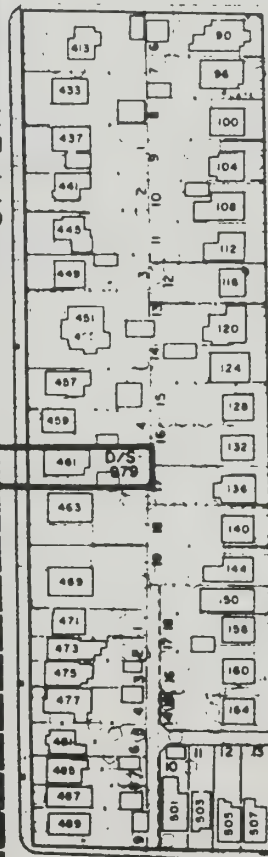


BRUCEDALE

W
UPPER
STREET
G

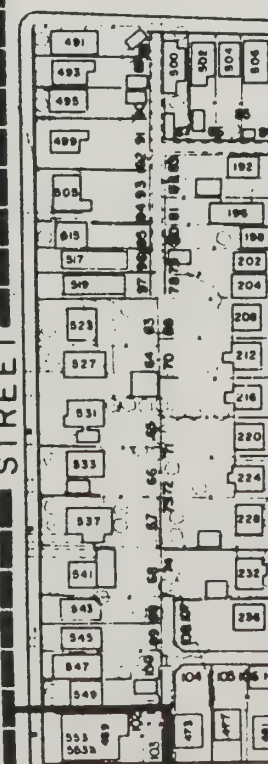


FIRST



TWENTY

EAST

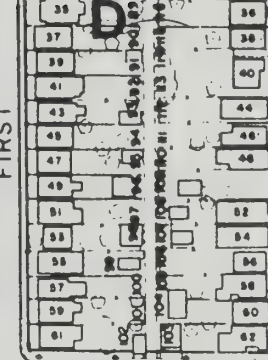


FIRST

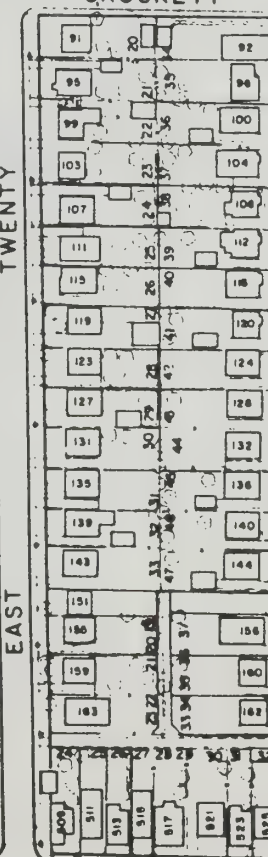
STREET

AVENUE

D

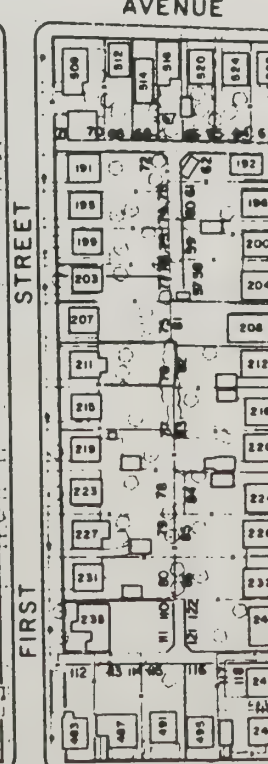


CROCKETT



TWENTY

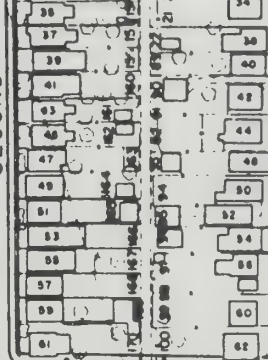
EAST



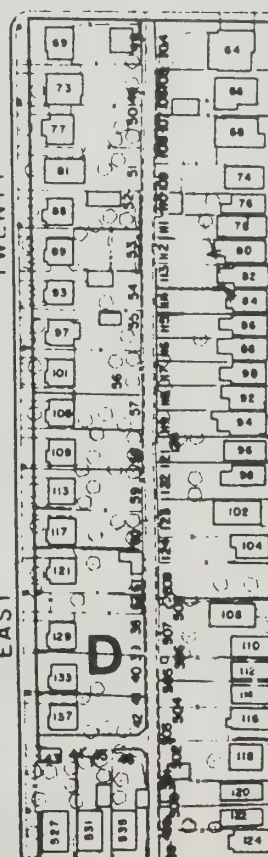
STREET

AVENUE

D

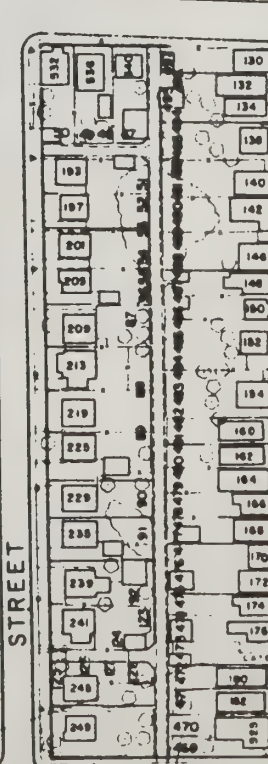


SECOND



TWENTY

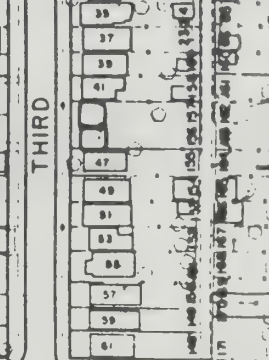
EAST



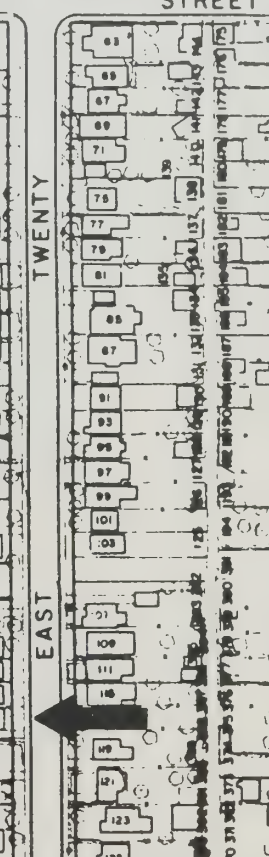
STREET

AVENUE

D

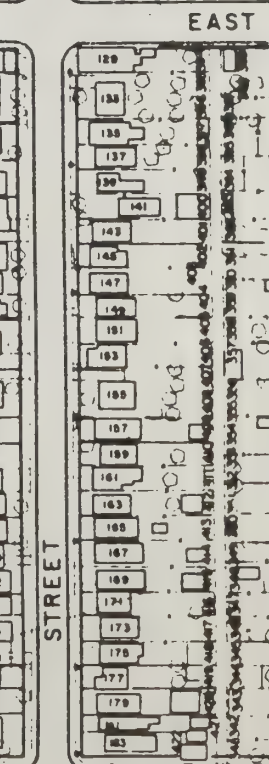


THIRD



TWENTY

EAST



STREET

AVENUE

D

STREET

EAST

EAST

2(BXIXA)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

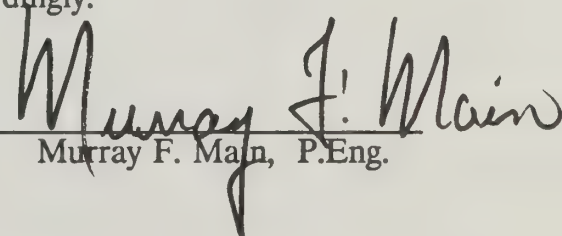
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 157 Lake Avenue North - Request for a Wheelchair Loading Zone. [TEC-74-94]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Lake Avenue North commencing at a point 140 feet north of Delawana Drive and extending to a point 48 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

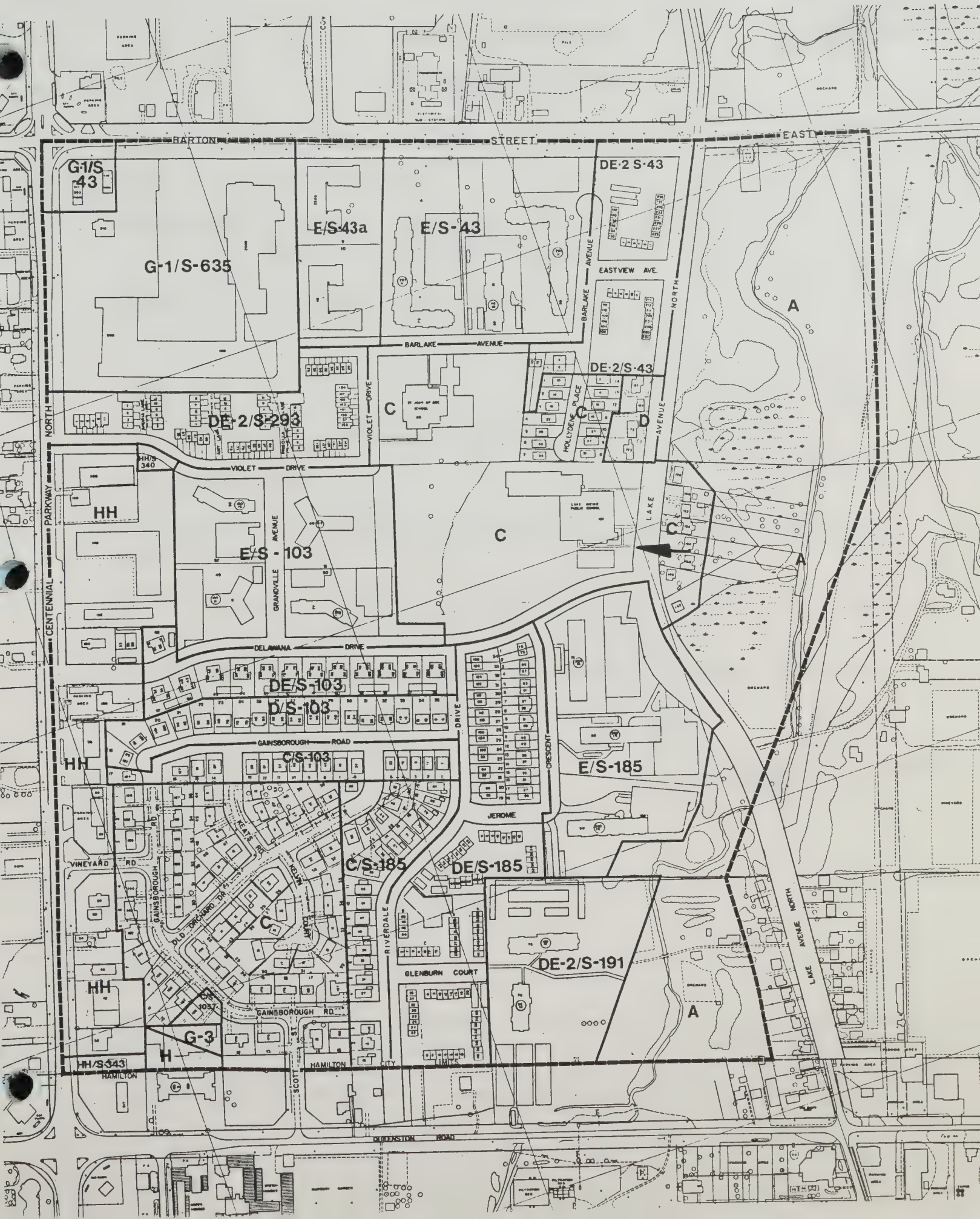
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from a representative of Lake Avenue School, No. 157 Lake Avenue North, that a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be designated on the west side of the street directly in front of the school to accommodate disabled students who require the use of Darts buses.

Lake Avenue North has a 44 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street in this area. Thus, the requested regulation would not result in the loss of any on-street parking. Therefore, staff do not anticipate any parking difficulties for area residents and concur with the request.


MT/CVB/kg



2(BXiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

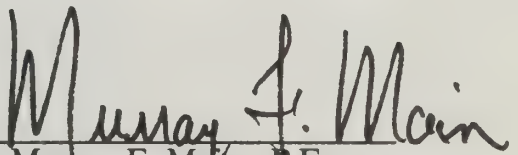
SUBJECT:

Bayfront Bus Route, City of Hamilton - Bus Stop Relocation. [TEC-44-94]

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be relocated:

Delete - Westbound -	Jackson Street West, north side, 64.0 metres west of James Street South (M/B),
Add - Westbound -	Jackson Street West, north side, 32.0 metres west of James Street South (F/S).


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

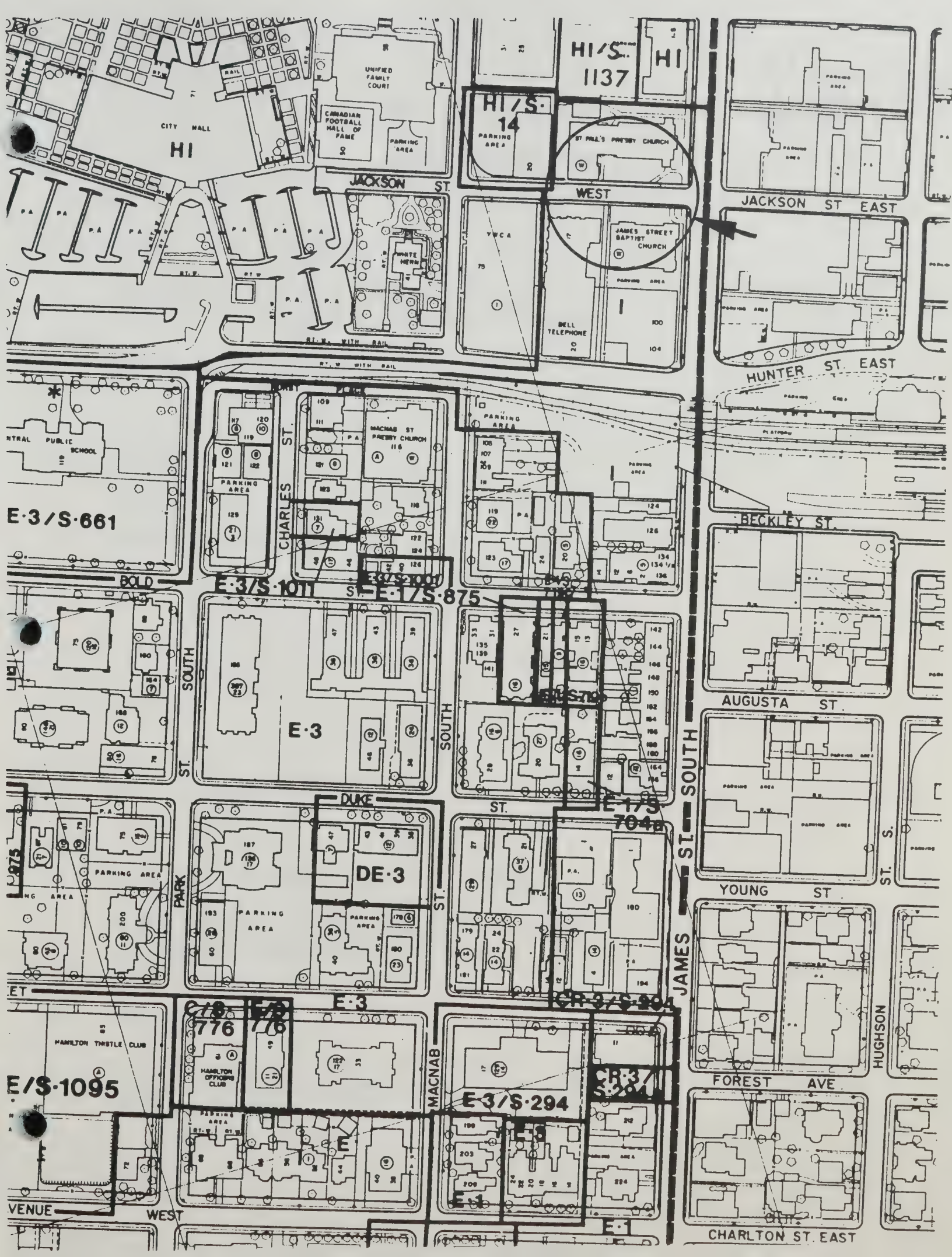
N/A

BACKGROUND:

Staff received a request from the Hamilton Street Railway Company for permission to relocate the existing bus stop on the north side of Jackson Street between James Street South and MacNab Street South from a mid-block to a far-side location. Staff has received concerns that the area where H.S.R. customers congregate at the existing bus stop is poorly

lit at night. Moving the stop further east would result in the provision of improved night-time lighting and there would be no significant impact on route coverage or stop-to-stop distances. Also, there would be no loss of on-street parking since the proposed bus stop would be in an area presently signed with a "No Stopping" regulation. Therefore, staff concur with the request.

MS *ad*
JAD/DR/kg



2(B)(iv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 03

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

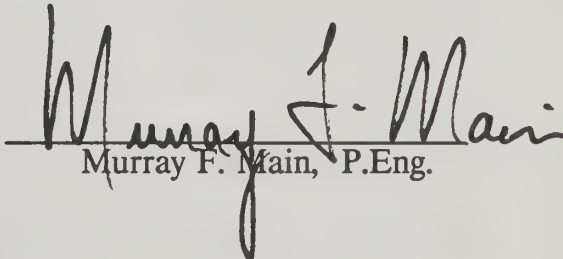
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Eleanor Avenue - Snow Route Designation. [TEC-47-94]

RECOMMENDATION:

- a) That the existing "Snow Route" designation on Eleanor Avenue between Rymal Road East and Eaglewood Drive (south leg) be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

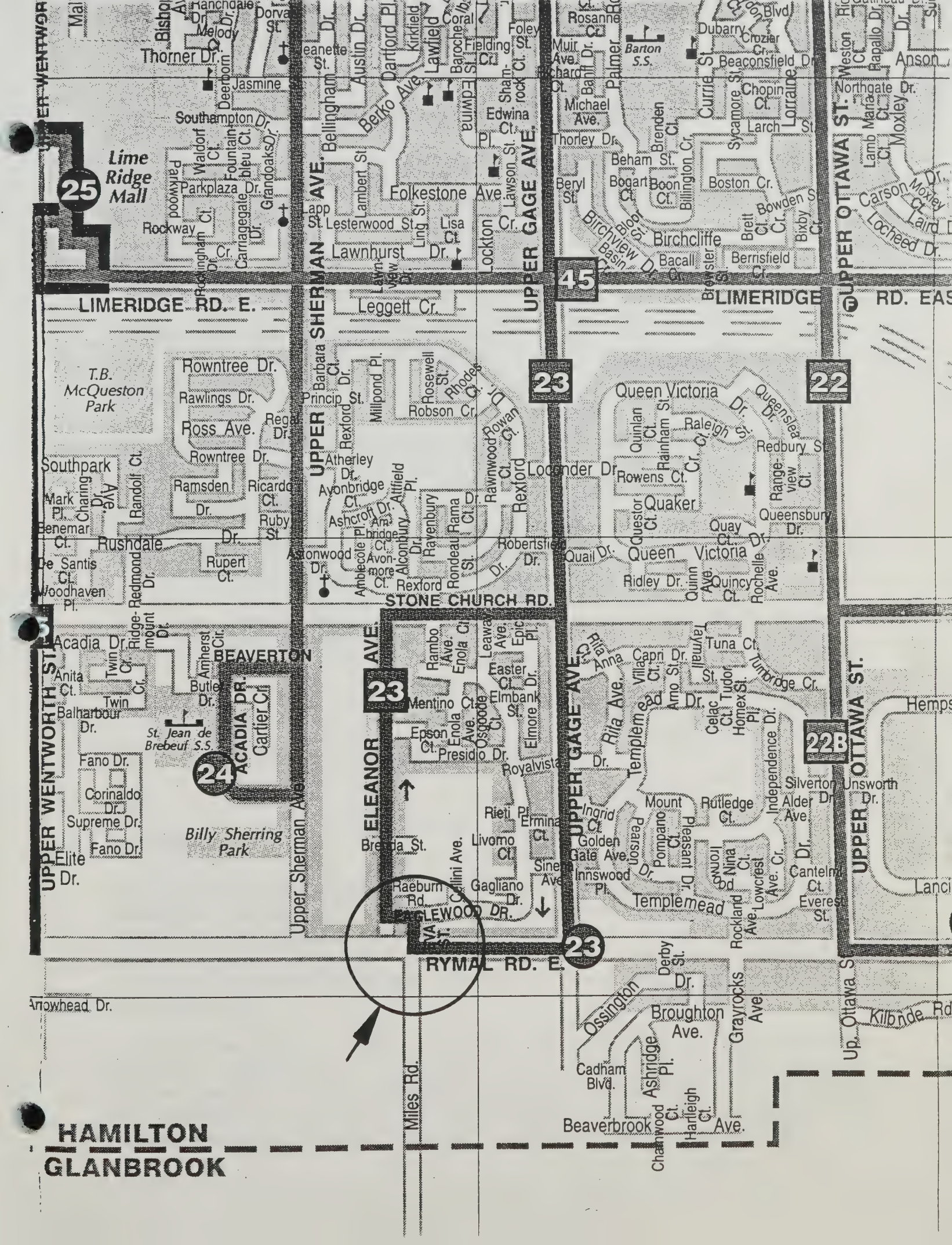
Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

In October 1993, the City Council approved a recommendation to close the portion of Eleanor Avenue between Alma Avenue, now designated as Eaglewood Drive (south leg) and Rymal Road East.

Eleanor is a designated "Snow Route" between Rymal and Stone Church. However, since Eleanor is now closed between Rymal and Eaglewood (south leg), it would be appropriate to shorten the "Snow Route" regulation on Eleanor such that the regulation only extends between Eaglewood and the north end.

 
MT/CVB/kg



Lime Ridge Mall

25

T.B. McQueston Park

24

Billy Sherring Park

45

23

22

23

22B

23

**HAMILTON
GLANBROOK**

2 (BXV)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 7

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

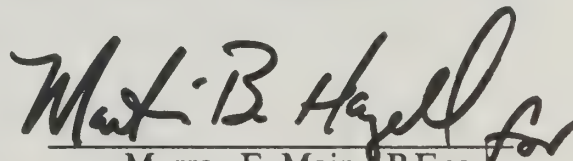
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Consolidation of the Parking Time Limit and the No Parking Sections of the City of Hamilton Traffic By-law 89-72 [TEC-51-94]

RECOMMENDATION:

- (a) That Schedules 25, 25A and 25B (Parking Time Limits) of the City Traffic By-law 89-72 be consolidated into one section; and
- (b) That Schedules 26 and 26A (No Parking Areas) of the City Traffic By-law be consolidated into one section.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City of Hamilton Traffic By-law 89-72 currently contains three sections and 63 subsections of parking time limit areas and two sections and 31 subsections of No Parking areas. These sections and subsections specify the various times and days during which these regulations apply. This system of record keeping is very cumbersome and difficult when researching regulations due to public enquiries, preparing work orders, Traffic By-law amendments, etc.

In view of the above, it is recommended that the parking time limit and No Parking schedules be consolidated into two individual schedules which will include columns for the time and days during which the regulations apply, rather than an individual subsection for each of regulation. This consolidation will eliminate confusion and inefficiencies from an administrative point of view, but will in no way effect the regulations on the street.

MH/jd

2(BXvi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

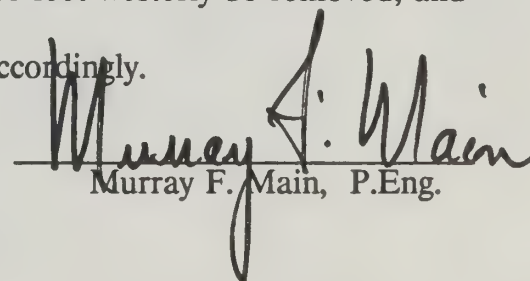
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Bus Loading Zone on the North Side of Maplewood Avenue, adjacent to Adelaide Hoodless School. [TEC-54-94]

RECOMMENDATION:

- a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Maplewood Avenue, commencing at a point 190 feet west of Springer Avenue and extending 80 feet westerly be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1994 Traffic Department operating budget estimates to cover the cost of revising the subject signs.

BACKGROUND:

The Adelaide Hoodless Home and School Association recently contacted the Traffic Department with concerns regarding traffic and parking problems on Springer Avenue in the vicinity of Adelaide Hoodless School. The problems identified and confirmed by staff relate to the large number of parents driving their children to and from school. The number of vehicles parking on Springer exceeds the available curb space thus resulting in various parking infractions including double parking which creates congestion on the street.

In consultation with the Principal of the school, it was agreed that allowing loading/unloading of children on Maplewood Avenue, at the front of the school would relieve some of the problems on Springer. In order to do this, the existing "School Bus Loading Zone" will be removed and will be signed with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation consistent with other school areas and allowed under the general provisions of the Traffic By-law. The use of this school bus loading zone is currently during non-peak loading/unloading time and does not conflict with parents loading/unloading. The two buses will now load/unload on Springer Avenue. The School Board who administers the bussing, the Principal and the Home and School agree that this option is feasible. Therefore, the Traffic Department concurs with these changes.

^{TAH}
TA/MH/kg



2(BXvii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

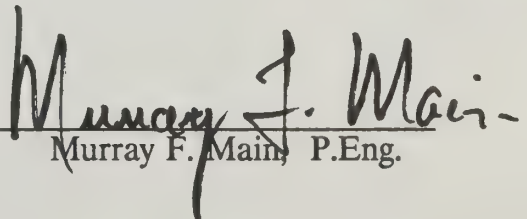
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 53 Lorne Avenue - Application for a Time Limit Exemption Permit. [TEC-59-94]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first three eligible applicants residing in the apartment building at No. 53 Lorne Avenue.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$72.00 in revenue each year from the sale of parking permits to residents of this building.

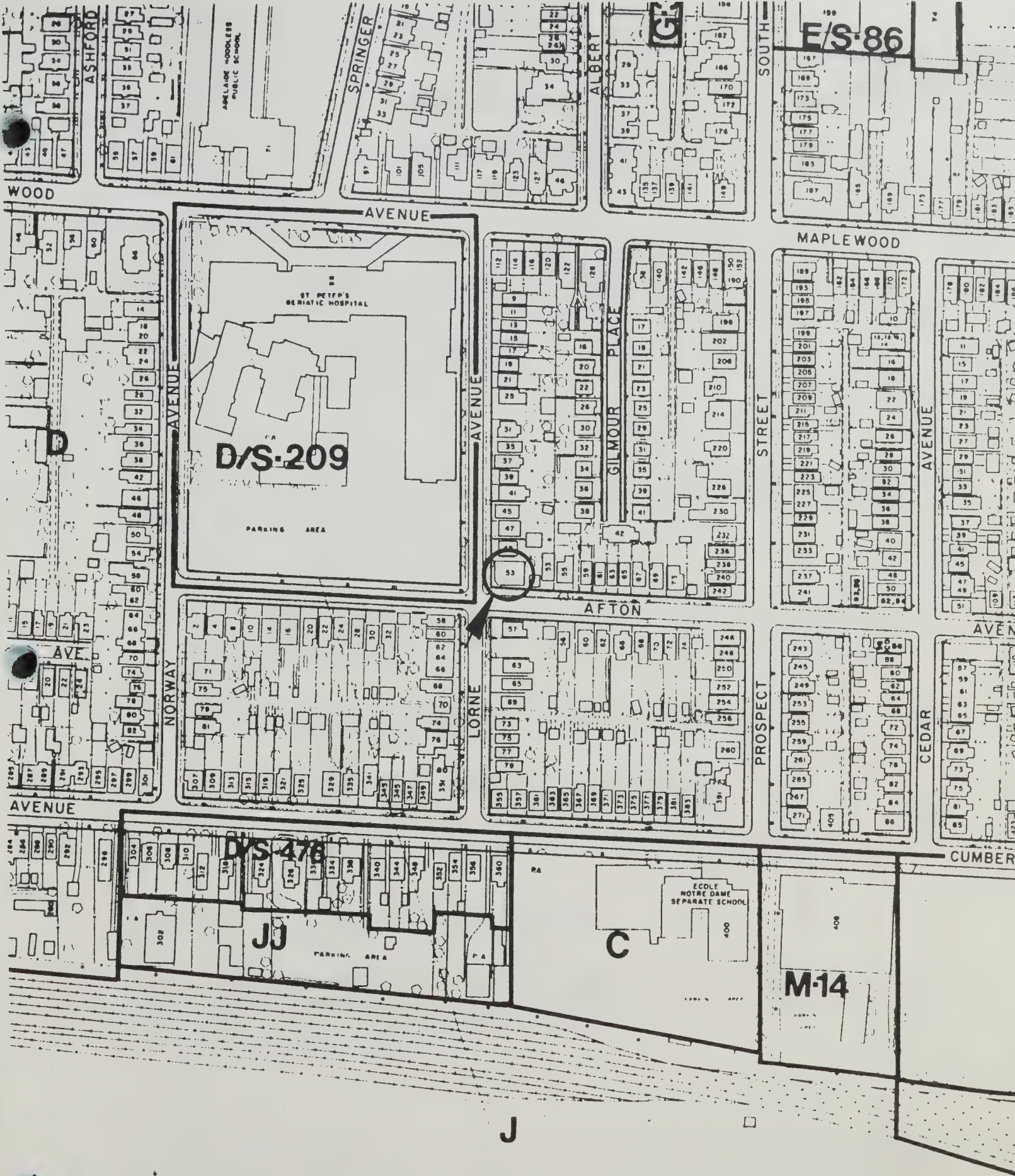
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 53 Lorne Avenue, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the north-east corner of Lorne and Afton, and the applicant has advised that he wishes to park his vehicle in the time limit areas in the vicinity of this building.

An investigation has revealed that there are four dwelling units in the subject apartment building, and that there is a double garage on the property. The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of three off-street parking spaces in accordance with the current Zoning By-law requirements. Past practice of the committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. Therefore, it would be appropriate to issue a maximum of three parking permits to the residents of the building on a first come first served basis.

Periodic observations reveal that Lorne is moderately parked during the day. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally short-term non-resident parking. Thus, the issuance of Time Limit Exemption Permits to residents of this building should not create any parking problems for other area residents and the Traffic Department concurs with this request.

 MT/CVB/kg



J

CITY OF HAMILTON

26Xviii

- RECOMMENDATION -

DATE: 1994 March 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

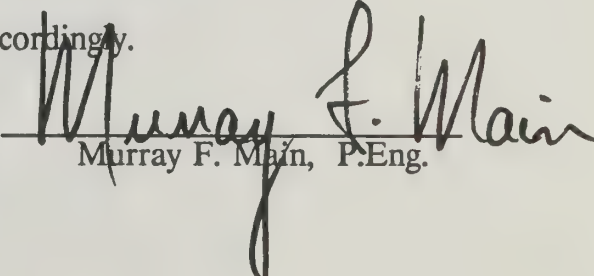
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 56 Peter Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-64-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Peter Street commencing at a point 231 feet west of Queen Street North and extending to a point 27 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Pratt, 56 Peter Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

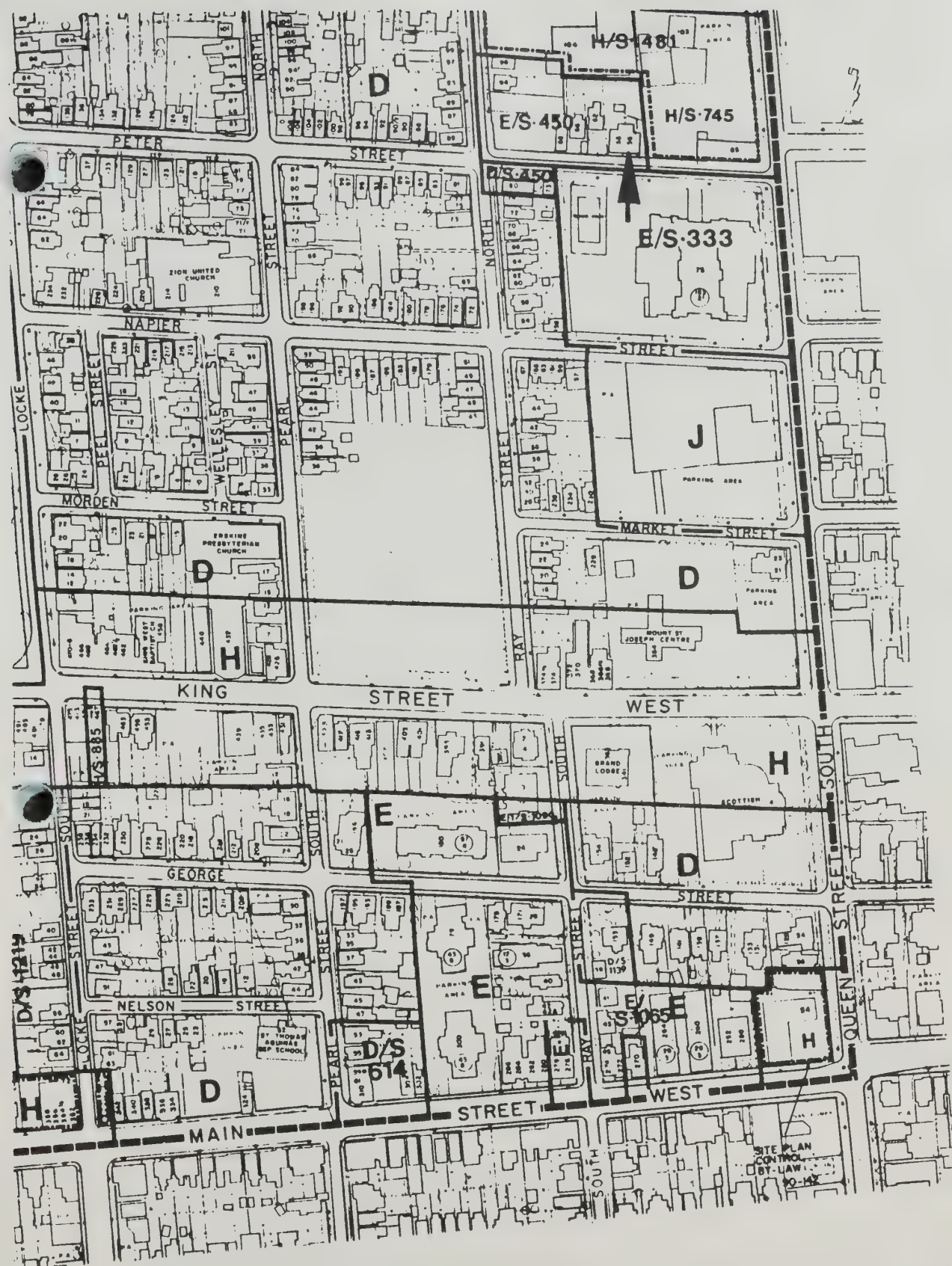
BACKGROUND:

The Traffic Department has received a request from Mrs. Pratt, 56 Peter Street, that a reserved "Permit Parking" space be designated on the north side of the street in front of her home since she is disabled.

Peter has a 22 foot pavement width, and presently, there is a "No Parking" regulation on the south side and unrestricted parking on the north side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possesses a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Pratt possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT CVB
MT/CVB/kg



2(B)(i)(x)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

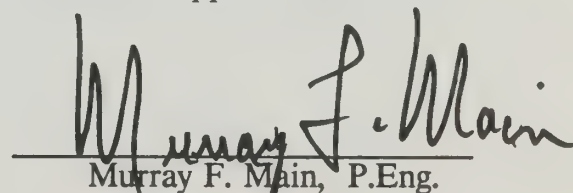
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Gemini Drive/Megna Court and Upper Paradise Road - School Crossing Guard. [TEC-62-94]

RECOMMENDATION:

That the School Crossing Guard at Gemini Drive/Megna Court and Upper Paradise Road be removed.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The removal of this School Crossing Guard will result in a savings of approximately \$7,000.00. The employee located at this intersection will be re-assigned to another location.

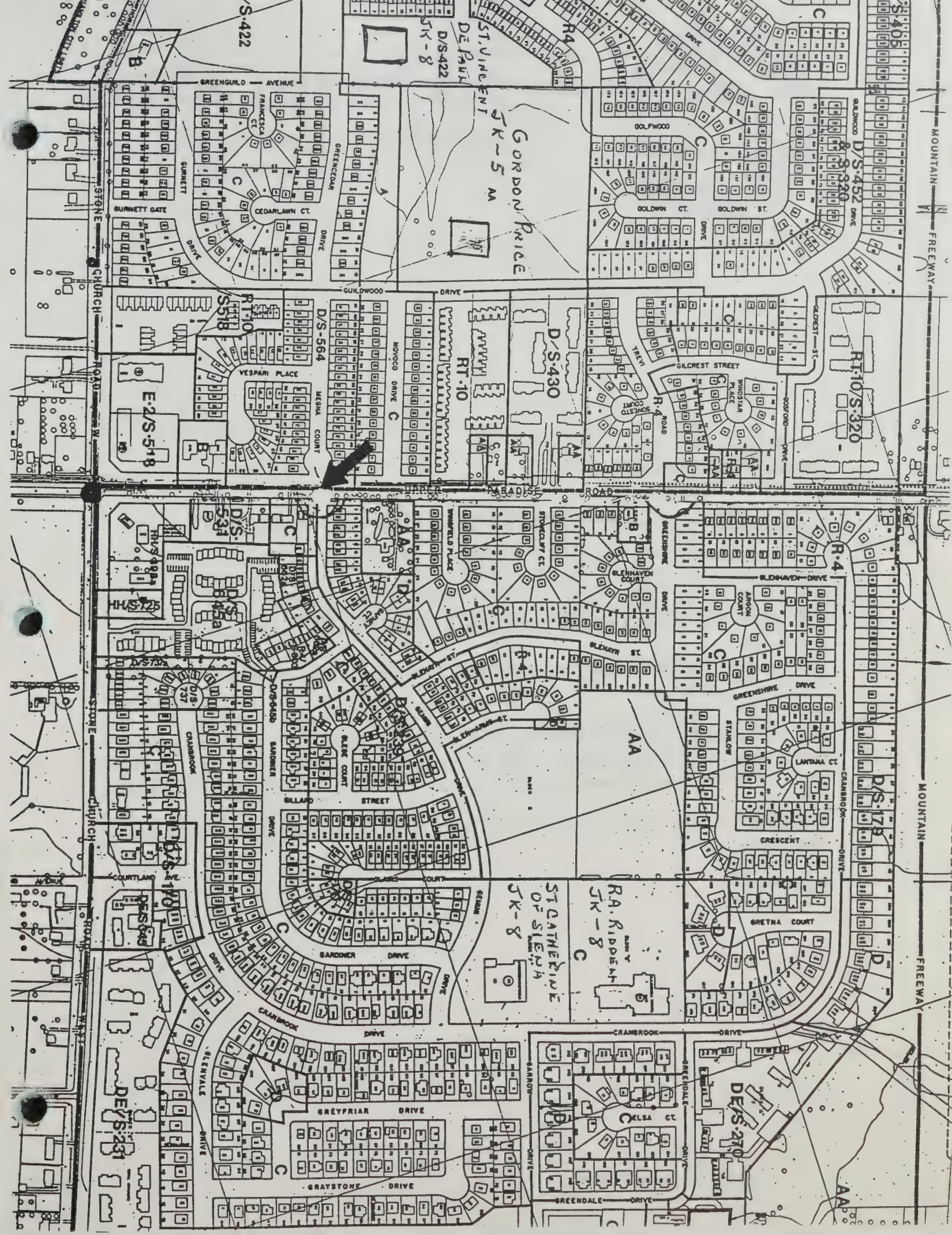
BACKGROUND:

Traffic Department studies indicate that only two children cross Upper Paradise Road with the School Crossing Guard at this location on a regular basis.

On 1989 August 29, City Council approved the assignment of a School Crossing Guard to the location of Gemini and Upper Paradise. At the time, all students who lived west of Upper Paradise crossed Upper Paradise to attend either R.A. Riddell School or St. Catherine of Siena School. Since that time both the Separate and Public School Boards have built schools in the neighbourhood west of Upper Paradise. Upper Paradise is now a school boundary for both School Boards. The two children who cross at this location are doing so voluntarily in order to attend the school of their choice.

Both affected schools have been contacted and attached to this report are their responses. St. Catherine of Siena School has no objection to removing the guard and R.A. Riddell School, where the two students attend, also has no objection as the students affected are in middle school and considered mature enough to cross on their own. The school also advised the parents of this proposal. Therefore, the Traffic Department recommends that the School Crossing Guard be removed from the intersection of Gemini Drive/Megna Court and Upper Paradise. The School Crossing Guard would remain on duty for an appropriate phase out period to direct children on the proper method and best location to cross the roadway.

kg
TA/MH/kg
Attach.





R. A. RIDDELL SCHOOL

200 CRANBROOK DRIVE, HAMILTON, ONTARIO L9C 4S9

TELEPHONE: 387-3350

94 02 09

Mr. Ted Arnold
School Crossing Office
25 Main St. West, Suite 2215
Hamilton, ON
L8P 1H1

Dear Mr. Arnold:

Re: Traffic Guard at Gemini Dr. and Upper Paradise Rd.

At a recent request from your department, I reviewed the student traffic flow at Gemini Dr. and Upper Paradise Rd.

Our current school enrolment has two middle school students who cross at this intersection. These students are in our senior grades and appear to be responsible enough to cross this intersection without supervision.

The parents of these students have been contacted and the change in crossing guard allocation has been shared.

Yours truly,

(Miss) Donna Calder,
Principal

HAMILTON-WENTWORTH SEPARATE SCHOOL BOARD

ST. CATHERINE OF SIENA SCHOOL

20 GEMINI DRIVE
HAMILTON - ONTARIO

L9C 5V7
TELEPHONE: 389-0782

January 14, 1994

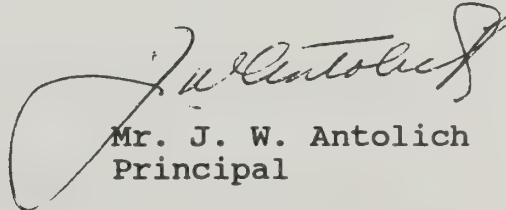
Mr. Ted Arnold
School Crossing Office
25 Main Street West
Suite 2215
Hamilton, Ontario
L8P 1H1

Dear Mr. Arnold:

Re: Crossing Guard - Gemini and Upper Paradise

St. Catherine of Siena School only has 4 students who cross Upper Paradise Road. One crosses at Stone Church and the other 3 cross at Trevi Road. Therefore, at this time, we have no objection if you wish to remove the crossing guard at Gemini and Upper Paradise Road.

Yours very truly,



Mr. J. W. Antolich
Principal

JWA/lt

CITY OF HAMILTON

- RECOMMENDATION -

26XIXA)

DATE: 1994 April 8
T103 23 (6) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Boy Scout/Girl Guide Parade
May 28, 1994 (R-94-30)

RECOMMENDATION:

That the application of the Boy Scouts/Girl Guides of Canada to temporarily close the following City Streets, on Saturday May 28, 1994, from 8:00 am to 11:30 am, for the annual Boy Scout/Girl Guide Parade be approved,

Locke Street from York Boulevard to Main Street
MacNab Street from Main to Hunter
Jackson Street from MacNab to City Hall parking lot

subject to the following conditions:

- i) That approval from Regional Police Services be received;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region of Hamilton-Wentworth as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

Cont'd...

Cont'd...

- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from L. Ellis, agent for the Boy Scouts of Canada, to hold their annual parade in Hamilton on Saturday May 28, 1994 from 8:00 am to 11:30 am. The route requires the full closure of Locke Street from York Boulevard to Main Street, Main Street from Queen Street to MacNab Street, MacNab Street from Main Street to Hunter Street and Jackson Street from MacNab Street to City Hall parking lot where the parade will disperse. In conjunction with these closures, it will be necessary to temporarily close the intersections of Pearl, Ray, Queen, Hess, Caroline and Bay as the parade passes those points. Regional Police Services will allow intermittent openings in the parade.

Due to major road reconstruction this year on Dundurn Street from York Boulevard to Main Street, the parade cannot use the south leg of York Boulevard as in previous years. The applicant with the assistance of staff have devised a more suitable route this year that would permit traffic to continue on York Boulevard into the downtown core of the City thereby ensuring unimpeded access to the business area.

cont'd..

Boy Scout/Girl Guide Parade

Cont'd...

Regional Council on April 7, 1992 approved the Policy for Special Events on Regional Roads which specifies that all events requiring a full road closure in the City of Hamilton downtown core (bounded by and including Bay Street, Wellington Street, Wilson Street and Main Street) be held on Sundays or holidays unless approved by Council at least eight weeks prior to the event. However, Council did make provision for events felt to be in the interest of the community.

The Boy Scouts/Girl Guides of Canada received permission from Regional Council on April 7, 1992, to hold the parade on Saturday through a report submitted by this Department. The applicant indicated that moving the parade to a Sunday was contrary to the Boy Scout philosophy of considering Sunday the Lords Day and therefore were unable to move the parade day for this years event.

Regional Police Services inform us that their costs for this event are \$3,368.00 to provide 24 Officers and 1 Sergeant to ensure the event is properly controlled. The Hamilton Street Railway cost of \$1,393. is for a newspaper advertisement and 5 Inspectors. The City of Hamilton Traffic Department costs of \$1104. are for the installation of 5 "Temporary Road Closure" signs and the bagging of parking meters and no parking anytime notices. These costs as is Regional policy will be absorbed by the Region account for special events.

The applicant has the full support of the affected departments for this event with the revised route and since it will not impact as greatly on the downtown area, this Department supports the request.

 JKC:

cc: M. Main, Director of Traffic Services
D. Lobo, Director, Public Works Department
P.C. D. Schwalm, Special Events Coordinator Regional Police Services
K. Littlewood, Hamilton Street Railway

CITY OF HAMILTON
- RECOMMENDATION -

26XIXB)

DATE: 1994 April 8
T103 23 (5) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Greater Hamilton Aquafest

R-94-31

RECOMMENDATION:

That the application of The Regional Municipality of Hamilton-Wentworth, to temporarily close the following City streets on Saturday July 23, 1994 from 9:00 am to 10:00 pm and on Sunday July 24, 1994 from 9:00 am to 8:00 pm;

Bay Street North from Burlington to Guise
MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Guise
Mary Street North from Burlington to Guise
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay to Ferguson
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

for the annual Greater Hamilton Aquafest, be approved, provided;

- i) That approval from the Regional Police Services be received;
- ii) That the applicant provide public liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability, and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

Aquafest

Cont'd...

- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A. Bradford, agent for the Regional Municipality of Hamilton-Wentworth, Economic Development Department, requested the closure of the following City streets for Aquafest, on Saturday July 23, 1994 from 9:00 am to 10:00 pm and on Sunday July 24, 1994, from 9:00 am to 10:00 pm:

Bay Street North from Burlington to Guise
MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Guise
Mary Street North from Burlington to Guise
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay street to Ferguson Avenue.
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

Regional Police Services will provide 9 officers for traffic control each day at a total cost of \$8,208. This amount was drawn from the Regional account for special events. The Traffic Department will provide "Temporary Road Closure" signs at a total cost of \$1350. This amount will be paid for by the applicant.

Cont'd...

Aquafest

Cont'd...

As the appropriate municipal departments were notified of the event and no objections were received and as Regional Police Services will provide proper traffic control, this Department was in favour of the event.

 JKC:

cc: M.F. Main, Director of Traffic Services
P.C. D. Schwalm, Special Events Coordinator, Regional Police Services,
Traffic Division

McMillan

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 11
T103-50 (1105) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreement, Beach Road,
Communication Cable Installation

R-94-26

RECOMMENDATION:

That the application of D. A. Gerrard, agent for Dofasco Inc. (P.O. Box 2460 Hamilton, Ontario L8N 3J5) to install a fibre optic cable over the Beach Road, road allowance west of Ottawa Street North and a fibre optic cable over the Depew Street, road allowance north of Gertrude Street, be approved, subject to the following conditions:

- i) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- ii) That the Mayor and City Clerk be authorized to execute the agreement.
- iii) The applicant pay a first year fee of \$252.00 for processing and registration and an annual fee of \$20.00.

E.M. Gill

E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

**Encroachment Agreement, Beach Road
Communication Cable Installation**

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

An application to enter into an encroachment agreement with the City has been received from D. A. Gerrard, agent for Dofasco Inc. Dofasco has requested to install a fibre optic communications cable from their #1 Hot Mill Water Regeneration plant to the Process Control and Automation offices crossing Beach Road and a second aerial cable from their Central Shops to a Pattern Storage building crossing the Depew Street road allowance. A one half inch cable will be installed across each road allowance for an approximate length of 40.0 metres.

The City's policy is that if an existing building or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement. We have reviewed this application and have no objection.

 JKC:

ATTACH. "A"

ACID TANK
STORAGE FARM
A40122

OVERFLOW
TRAILERS
A52813

SERVICE BLDG
A17951

OFFICE BLDG.
A18116

MAINTENANCE
A18297

BUILDING
A18329

BEACH RD

NO. 2 STORES
TRUCK MARSHALLING

EMPLOYEE
PARKING

FIREHALL
A32220

CIVIL
OFFICES.

PL & A

0916700-02

OTTAWA ST.

FASTEN TO
CORNER OF
BLDG.

PROPOSED
FIBRE OPTIC
CABLE
APPROX 30' +
ABOVE
ROADWAY

OR
NEW
POLE

MILL
WATER
REGEN.
PLANT

A31918
A48920

HOLY
REGENERATION
BLDG

A29200

SK BD930412-1

ATE 16



EDIT
TION

NO. 11
PLANT
STORES

900 901

PARKING
LOT

-100

DEPEN ST.

PARKING
LOT

PARKING
LOT

PARKING
LOT

C.N.R.

B & T STEEL

BAY 4

BAY 5

GATE 22

BAY 3

BAY 2

NO. 14 PLANT STORES
STEEL STORES

BAY 1

GAGE AVE
PROPERTY

965

969

968

GATE 23

GATE 19

TH & B

SKBD930427-1

PROPOSED
AERIAL FIBRE OPTIC
CABLE

WORKS OFFICE

STEEL CASTING
FINISHING

GATE 1

DIESEL SH

-102

FINISHING

-103

CONNECTING

-104

MOULD & CORE

-105

FOUNDRY AI

-106

FURNACE AISL

107

SAND
SYSTEM

114

NO. 1 SCRAP
YARD

112 116

FOUNDRY
SERVICES

MOULD & CORE

GATE 2

111

ELEC
REPA

PATTERN
STORES

108

109

MOBILE W

125

181

180

CITY OF HAMILTON
- RECOMMENDATION -

26xiii(b)

DATE: 1994 March 17
T103-50 (1100) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Rescind of Encroachment Agreement
183-185 Simcoe Street East

R-94-27

RECOMMENDATION:

That the request of Martin V. Ross, solicitor for the owner of 183 Simcoe Street East, Hamilton, to rescind the encroachment agreement for 183-185 Simcoe Street East, approved by City Council September 27, 1988, be approved, provided that:

- i) The appropriate civic officials be authorized to execute the documents in relation to this rescind.


for E. M. Gill, P. Eng.

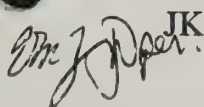
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The property known as 183-185 Simcoe Street East has been severed; and therefore, the owner of 183 Simcoe Street East is requesting to rescind the original agreement. The applicant has requested to enter into a separate agreement. This Department has reviewed the application and has no objection.

JKC:jn



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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 8
T103 52 (112) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Discharge of Encroachment Agreement
95 MacNab Street North

R-94-32

RECOMMENDATION:

- (a) That the Encroachment Agreement for 95 MacNab Street North, registered as Instrument No. 231645 C.D., be discharged;
- (b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 231645 C.D., in a form satisfactory to the Law Department;



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

T. Giang, owner of 95 MacNab Street North has requested that the Encroachment Agreement with the City of Hamilton, for planter boxes onto Vine Street, dated December 15, 1982, and Registered as Instrument Number 231645 C.D. be discharged.

The applicant is removing the planter boxes to allow for Commercial Boulevard Parking. As an Agreement for the required Boulevard Parking has been initiated by the applicant with the City of Hamilton Traffic Department, this Department is in favour.

 JKC:

cc: A. Ross, Treasury Department

Zcxiixd

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 8
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department


SUBJECT: Encroachment Agreements

R-94-36

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd

-Page 2-
1994 April 8

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

 JKC:jn

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: April 26, 1994

<u>Location</u>	<u>Owner</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
183 Simcoe St. E.	J. & P. D'Allesio	Concrete steps measuring 4.2' x 8.4' Portion of building measuring 28.0' x 1.7'	Martin V. Ross Gowling, Strathy & Henderson Suite 4900, Commerce Court W. Toronto, Ontario M5L 1J3	\$138/20.00	T103-50-1100
173 Mary Street	J. Docherty	Wooden steps measuring 3.0' x .90'	Gennaro G. Gatto Yachetti, Lanza & Restivo 154 Main St. E., Suite 100 Hamilton, Ontario L8N 1G9	\$112/20.00	T103-50-1067
295 Hunter St. W.	C. J. Gardiner	Frame stoop measuring .61' x 16.1' Front steps measuring 2.65' x 4.1'	Ralph A. Ionico Ross & McBride Barristers & Solicitors 10-11 Flrs, Commerce Place One King Street West Hamilton, Ontario L8N 3P6	\$112/20.00	T103-50-1096
50 Clyde Street	I. & M. Sousa	Concrete steps measuring 1.65' x 3.9'	Paul H. Ennis Ennis & Associate Effort Square, Suite 1502 105 Main Street East Hamilton, Ontario L8N 1G6	\$138/20.00	T103-50-1094
113 Gertrude St.	H. & E. Tessier	Veranda measuring 18.9' x 1.75'	Emil Fedak Fedak Law Offices 1252 Barton St. E., 2nd Floor Hamilton, Ontario L8H 2V9	\$138/20.00	T103-50-1102
26 Bruce Street	M. Robillard and L. Munro	Front steps measuring 1.8' x 5.6'	M. M. Mihailovich Turkstra, Mazza, Shinehoft, Mihailovich 15 Bold Street Hamilton, Ontario L8P 1T3	\$138/20.00	T103-50-1103

SCHEDULE 'A' Council Date: April 26, 1994

<u>Location</u>	<u>Owner</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
254 St. Clair Ave.	L. & G. Varga	Planter box measuring 1.10m x 3.85m	L. & G. Varga 254 St. Clair Avenue Hamilton, Ontario L8M 2P2	\$138/20.00	T103-50-944
28 Ray St. S.	N. Budgell	Portion of building measuring 7.8' x 1.1'	Marvin P. Stringer 20 Hughson St. S., Ste. 407 Hamilton, Ontario L8N 2A1	\$138/20.00	T103-50-1106
192 Wood St. E.	P. & T. Paulino	Portion of building measuring 2.52' x 5.02' Concrete stoop and steps measuring 4.5' x 5.02'	H.O.E. Braden Braden & Braden 123 Ottawa St. N. Hamilton, Ontario L8H 3Y9	\$138/20.00	T103-50-1081

26Xiii

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 7
S701-68 J. Morgante
S701-59 P. Strong
S723-63

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1994 Servicing Expenditures Related to Subdivisions (R-94-24)

RECOMMENDATION:

- a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

" ANCHOR ROAD INDUSTRIAL PARK ", Hamilton

City's Share \$ 6,850.00

Subdivider's Share \$228,776.00

" WISEMOUNT ESTATES - PHASE 4 ", Hamilton

City's Share \$ 21,750.54

Subdivider's Share \$ 40,836.47

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Anchor Road Industrial Park", Hamilton and "Wisemount Estates - Phase 4", Hamilton, along with any other related documents for these Subdivisions subject to the approval of the City Solicitor.
- iii) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.
- iv) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

cont'd...

-Page 2-

1994 April 8

1994 Servicing Expenditures Related to Subdivisions (R-94-24)

cont'd...

- b) That additional funding in the amount of \$2,300.00 for the City's share of municipal services in "Agrigento Gardens" subdivision originally approved by Council on August 25, 1992, be approved.
- c) That the City's share for the costs of services in "Agrigento Gardens"(\$2,300.00), "Anchor Road Industrial Park" (\$6,850.00) and "Wisemount Estates - Phase 4" (\$21,750.54), be approved and the Finance and Administration Committee recommend the source of funding for these projects.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

" AGRIGENTO GARDENS ", HAMILTON

The City's share for the cost of services in this development were previously approved by City Council August 25, 1992. Based on the final payment for all of the City's share of services in this subdivision an additional amount of \$2,300.00 is necessary to cover the City's portion of the roadway costs. These additional costs are partially due to low estimates and partially due to unusual ground conditions. Therefore it is recommended that these funds be approved.

The City's share for the cost of installation of services for this subdivision are recoverable in the future, when adjacent lands redevelop.

" ANCHOR ROAD INDUSTRIAL PARK ", HAMILTON

The total estimated costs of the City's share of services to be approved at this time for this development is \$6,850.00.

cont'd...

-Page 3-

1994 April 7

1994 Servicing Expenditures Related to Subdivisions (R-94-24)

cont'd...

The estimate for the cost sharing between the City and the owner is in accordance with current City policy. (see Schedule "A")

The cost for City services is non-recoverable in the future.

"WISEMOUNT ESTATES - PHASE 4", HAMILTON

The total estimated costs of the City's share of services to be approved at this time for this development is \$21,750.54.

The estimate for the cost sharing between the City and the owner is in accordance with current City policy. (see Schedule "A")

The cost for City services is recoverable in the future.

BACKGROUND:

" AGRIGENTO GARDENS ", HAMILTON

The City's share for the cost of services in this development were previously approved by City Council August 25, 1992. Based on the final payment for all of the City's share of services in this subdivision an additional amount of \$2,300.00 is necessary to cover the City's portion of the roadway costs. These additional costs are partially due to low estimates and partially due to unusual ground conditions. Therefore it is recommended that these funds be approved.

The City's share for the cost of installation of services for this subdivision are recoverable in the future, when adjacent lands redevelop.

" ANCHOR ROAD INDUSTRIAL PARK ", HAMILTON

At its meeting of February 14, 1989 City Council approved the draft plan for Anchor Road Industrial Park by approving Section 23(b), of the Planning and Development Committee Report 5-89. One of the conditions of draft plan approval requires the owner to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The owner, 779597 Ontario Ltd. wish to proceed with this development at this time.

cont'd...

-Page 4-

1994 March 30

1994 Servicing Expenditures Related to Subdivisions (R-94-24)

cont'd...

The Development of Anchor Road Industrial Park will result in the creation of 17 industrial Lots and two Blocks.

The lands of Anchor Road Industrial Park are located west of Pritchard Road between Stone Church Road and Rymal Road East, in the Hannon North Neighbourhood which is part of the Mountain Industrial Area.

"WISEMOUNT ESTATES - PHASE 4", HAMILTON

At its meeting of September 27, 1983 City Council approved the draft plan for Wisemount Forest Survey Phase III, now known as Wisemount Estates, by approving Section 4(b), of the Planning and Development Committee Report 19-83. One of the conditions of draft plan approval requires the owner to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The owner, 822827 Ontario Inc. wish to proceed with this development at this time.

The Development of Wisemount Estates - Phase 4 will result in the creation of 8 single family residential building Lots.

The lands of Wisemount Estates - Phase 4 are located west of Upper Kenilworth Avenue, south of Ranko Court, in the Lisgar Neighbourhood.

ps
cc: A. C. Ross, City Treasury Department
cc: Councillor D. Ross, Chairman, Fin. & Adm. Committee
cc: S. Reeder, Secretary, Finance & Administration Committee.

REPORTS/DISC

1994 SUBDIVISION EXPENDITURE SUMMARY

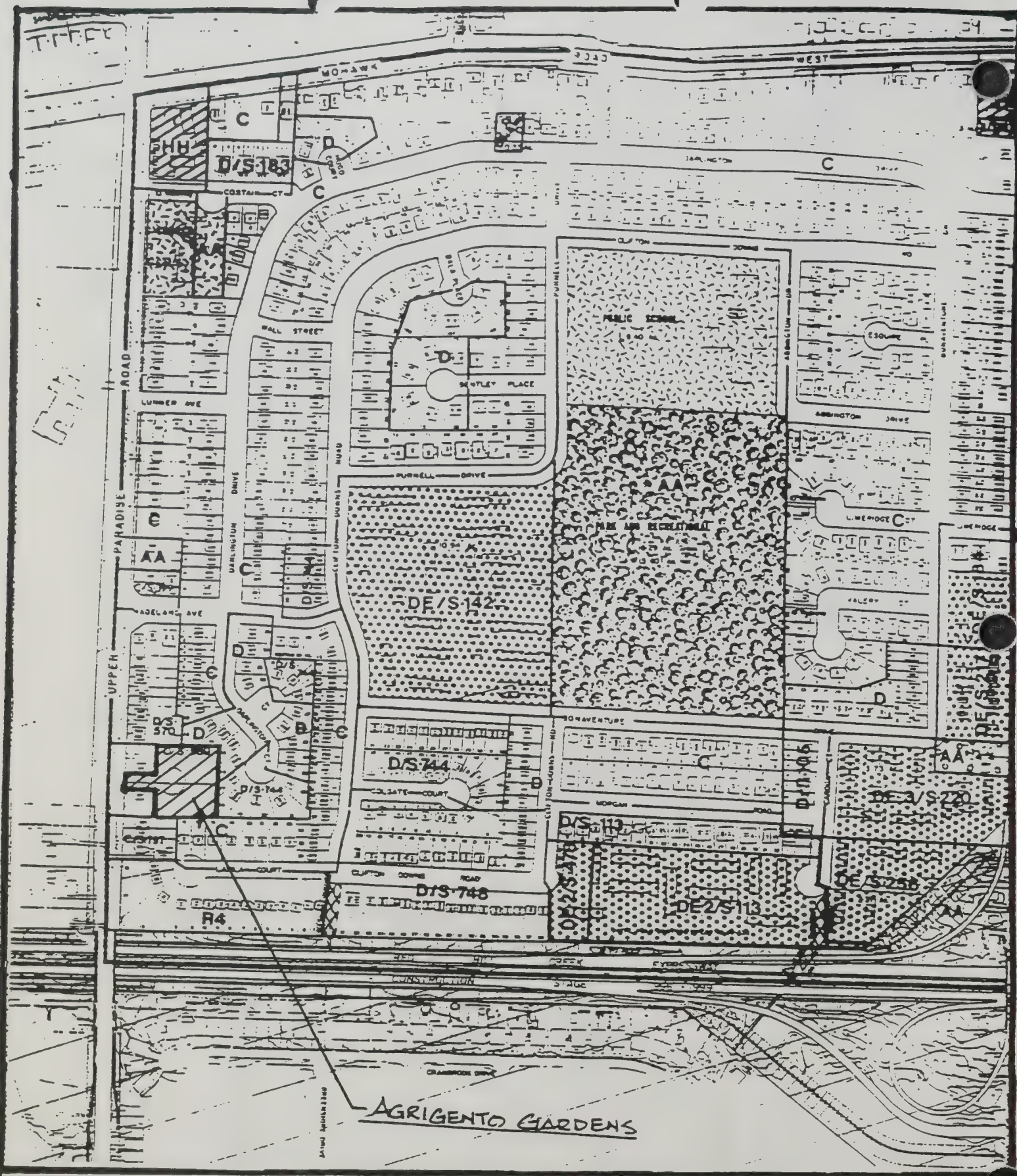
CITY'S SHARE
OF EXPENDITURES

Name of:

- SUBDIVISION
- DEVELOPER
- CONSULTANT
- SURVEYOR

	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
AGRIGENTO GARDENS DALCAMP DEV. LIM. URBEX ENGINEERING ASHENHURST NOUWENS LIMITED S701-68	5 LOTS Hamilton	92-07-07 LAND DIVISION	Catch Basins & Connections Curbs & Sidewalks Finished Roads Fencing Dead End Barricade Street Lighting Seeding/Sodding Sewers & Watermain	\$0.00 \$0.00 \$2,300.00 0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00 0.00 \$0.00 \$0.00 \$0.00	\$2,300.00	\$0.00	\$2,300.00
ANCHOR ROAD IND. PARK 779597 ONTARIO LTD. A. J. CLARKE AND ASSOCIATES B. J. CLARKE, O.L.S.	17 LOTS 2 BLOCKS HAMILTON	COUNCIL 89-02-14 P+D Report 5-89 ITEM 23(B)	Catch Basins & Connections Curbs & Sidewalks Finished Roads Fencing Street Lighting	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$6,850.00 \$0.00	\$6,850.00	\$228,776.00	\$235,626.00
WISEMOUNT ESTATES PHASE 4 822827 ONTARIO INC. URBEX ENGINEERING S. J. BALABAN, O.L.S.	8 LOTS HAMILTON	COUNCIL 83-09-27 P+D Report 19-83 ITEM 4(b)	Catch Basins & Connections Curbs & Sidewalks Finished Roads Dead-End Barricades Seeding Street Lighting	\$1,217.59 \$6,969.72 \$11,084.38 \$185.55 \$1,180.00 \$1,113.30	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$21,750.54	\$40,836.47	\$62,587.01
TOTALS:				\$288,606.48	\$6,850.00	\$30,900.54	\$269,612.47	\$300,513.01

- * OVERSIZING EXPENDITURES are Non-Recoverable
- * 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



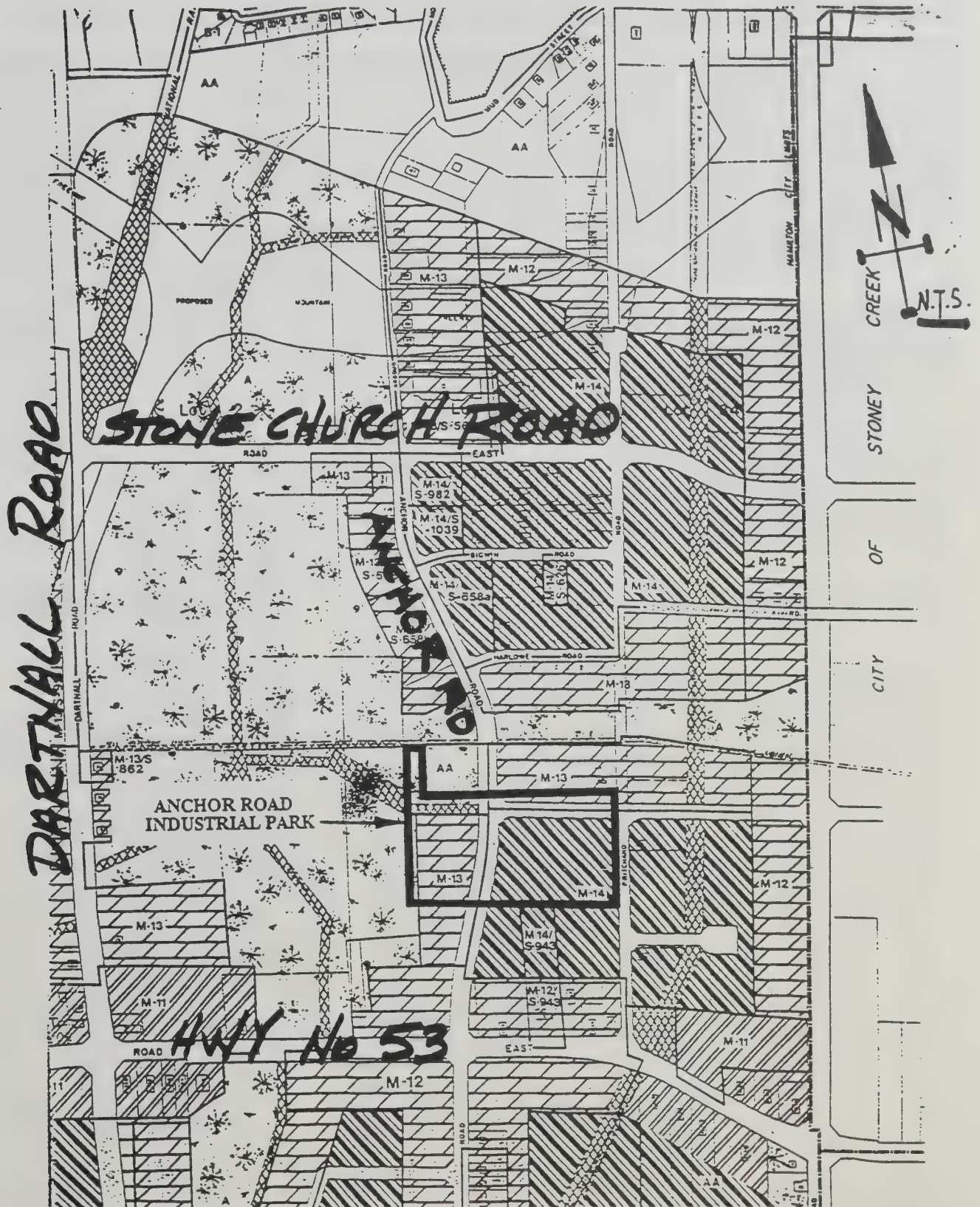
KEY PLAN



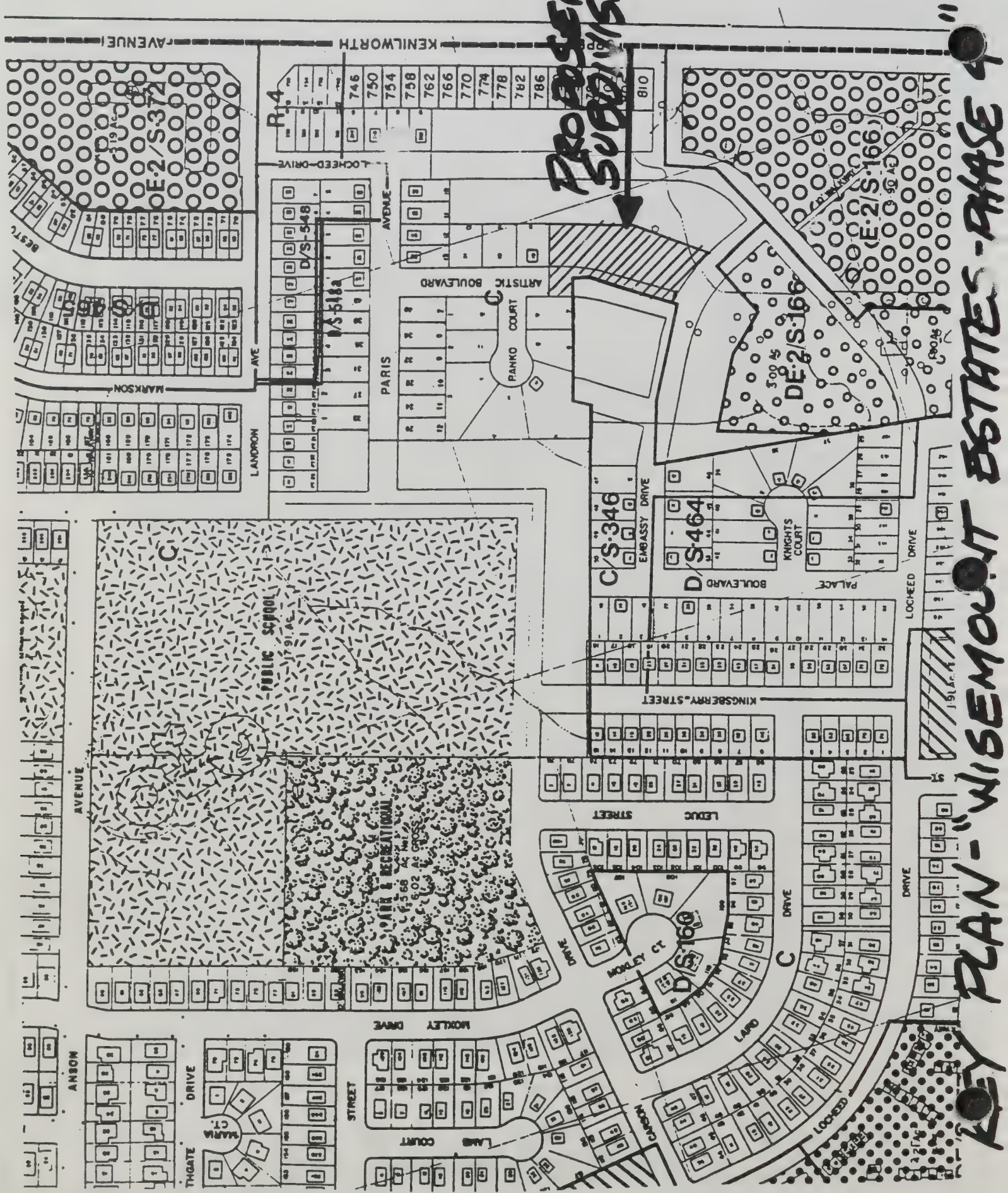
GILBERT

NTS

APPROVED PLAN



" KEY PLAN-ANCHOR ROAD
INDUSTRIAL PARK "



2 (D)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 7

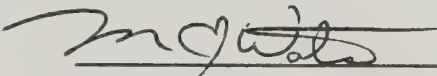
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Termination of Lease
499 Charlton Avenue East
W. Faulkner

RECOMMENDATION:

- a) That the existing lease between the City of Hamilton and W. Faulkner be terminated by the City upon 120 days written notice effective after Council approval and that demolition of the structure located at 499 Charlton Avenue East take place upon the City receiving vacant possession and costs for the demolition be charged to Account No. CH 5X921 00102 (Reserve for Property Purchases).
- b) That the City Solicitor be authorized and directed to prepare the necessary Notice of Termination of the Lease.



D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The property at 499 Charlton Avenue East was purchased on 1977 February 7 for future road widening and has been rented to approved tenants since this time.

Upon receiving an inquiry from the current tenant, an inspection of the house was carried out by the City's Building Operations & Maintenance Division. Subsequent to the inspection, a report was received from S. P. Design Inc., Consulting Engineers & Designers, outlining that there exists significant structural inadequacies which have occurred over a period of time. The report estimated that the costs to repair these problems could possibly be in excess of \$18,000.

S. P. Design Inc., also state that there is a possibility that further costs could be incurred should these repairs be undertaken.

In view of the above noted reports and the substantial amount of funding that would be required to upgrade the property to a safe and acceptable level, we respectfully recommend that the present Lease be terminated and demolition of the subject property take place immediately upon receiving vacant possession.

RJH/nw

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

R. Swan, Manager, Building Operations and Maintenance Division, Property Department

Attention: B. Hamilton

2(E)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 22

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

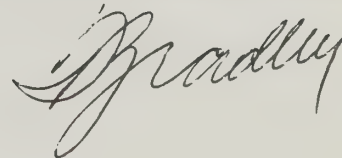
SUBJECT: Annual Supply of Aggregates, Public Works Department

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Aggregates as and when required during 1994 by the Public Works Department tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and be financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Lakeview Sand & Gravel Ltd., Paris</u>	
Granular 'A'	\$ 7.40
<u>Cayuga Materials & Construction, Cayuga</u>	
Granular 'A'	7.25
6.4mm Chips Washed	11.00
Athlete Field Lime	13.50
<u>Redland Quarries, Dundas</u>	
6.4mm Chips Washed	10.40

GST and PST extra where applicable. Prices per tonne, delivered.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

Approximately \$530,000 will be spent in 1994 for this commodity. See spreadsheet attached for comparison prices.

SUPPLIER	GRANULAR A	6.44MM CHIPS WASHED	ATHLETE FIELD LIME
REDLAND QUARRIES	8.19	10.40	14.55
LAKEVIEW	7.40	-	-
TCG	9.05	11.25	-
CAPITAL	-	-	13.50
CAYUGA	7.25	11.00	-
FLAMBORO	-	-	-
NELSON	-	-	-
VINEMOUNT	8.80	-	-
STANDARD	8.70	12.50	-
TARO	8.25	-	-
NATIONAL SLAG	9.90	-	-

CITY OF HAMILTON
- RECOMMENDATION -

2(F)

DATE: 1994 April 12

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

A handwritten signature in black ink, consisting of several bold, sweeping strokes, positioned above a horizontal line.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1994 March	Regional Municipality of Hamilton-Wentworth	Class Environmental Assessment Trunk Watermain from Rymal Road to Twenty Road Public Comment Invited	1994 March 18
1994 March 15	Doug Lobo, Director of Public Works	Region of Hamilton- Wentworth's Waste Disposal Contract	1994 April 12
1994 March 17	Doug Lobo, Director of Public Works	1994 Streets Tree Stake Removal Programme	1994 April 12
1994 March 29	Murray Main, Director of Traffic Services	Intersection of Beach Road and Rowanwood Avenue	1994 April 12
1994 April 12	Ted Gill, Senior Director Roads Department	Transfer of Local Road Functions	1994 April 12

Kevin C. Christenson, Secretary
1994 April 18

CA40NHBLA05
CSIT6
1994



U..BAN M
GOVERNMENT DOCUMENTS

1994 April 28

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1994 May 2
9:30 o'clock a.m.
Room 233, City Hall


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. DELEGATIONS: (9:30 o'clock a.m.)
 - (a) No. 204 Chesley Street - Development Charges
Mr. Ray Richardson
 - (b) Driveway at 114 Dana Drive
Mr. Sam Lakhian

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

2. CONSENT AGENDA

3. DIRECTOR OF TRAFFIC SERVICES

- (a) Rush Hour Stopping Prohibition - John Street North
- (b) Installation of Pedestrian Priority Signals in 1994
- (c) Extension of Contract Position -
Collision Reduction Program, Traffic Department
- (d) King Street West - Requests by the Westdale B.I.A.

4. DIRECTOR OF PUBLIC WORKS

- (a) Proposed Reconstruction of Roadway, Sidewalks and
Curbs on Dunsmuir Road between Gage Avenue and King Street
- (b) Increased Costs for two Local Improvement Projects
- (c) Mural Proposal - Stairway Abutment - James Street South

5. DIRECTOR OF PROPERTY

Purchase of Land for Roadway Purposes
Rear of 144 Limeridge Road East
Future Extension of Colin Crescent Westerly, Jerome Neighbourhood

6. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- (a) Transfer of Local Road Functions from Region to City
- (b) Trees to be removed for the proposed Iona Sanitary
Trunk Sewer on City, Regional and Ontario Hydro property
- (c) Regional Bicycle Network Programme
Installation of Bicycle Racks with Hamilton Wentworth Region
- (d) St. Mary's Holy Spirit Fraternity Festival
- (e) March for Jesus, 1994 June 25

7. OTHER BUSINESS

8. ADJOURNMENT

**Transport and Environment Committee
Outstanding Items**

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
3.	Walkway - Fonthill Road to Upper Paradise Road - Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79	1993 Dec. 6	Ald. Ross Ald. D'Amico	Report Back 1994 February
4.	Intersection of Bell Manor and Berkindale Drive	1993 Dec. 6	Delegation - Ald. F. Eisenberger	Tabled for a Delegation
5.	Closure and Conveyance of original unopened road allowance, rear of 1688 Main Street West	1994 January 31	Ald. M. Kiss	Tabled for a Public Meeting
6.	West side of Oriole Crescent between Martha Street and Glengrove Avenue	1994 Feb. 28	Ald. D. Wilson	Tabled
7.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
8.	Crescent Oil	1994 Feb. 28	Management Team	Report Back
9.	Parking Regulations - Kinsley Drive and Broker Drive	1994 April 18	Director of Traffic Services	Status Report August, 1994

Kevin C. Christenson, Secretary
1994 May 2

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: April 11, 1994


REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Joe Pavelka Mr. L. King
Chief Administrative Officer Building Commissioner

SUBJECT: 204 Chesley Street

RECOMMENDATION:

- a) That staff follow existing policies for proposed development of lands adjacent to Harbottle Court; and,
- b) That current cost recovery policies be utilized in recovering costs already paid for by the City of Hamilton in developing Harbottle Court between Chesley Street and the Harbottle Estates Subdivision.



L.C. King, P.Eng.
LCK/JP/hmpv



J. Pavelka, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If not recovered from the directly benefitting Development, the total costs per lot of \$ 28,432.29 will be borne by the mill rate tax base. The servicing costs of \$ 11,748.52 per lot and the land acquisition costs have already been "front ended" by the City and Region. It should be noted that the above represents a reduction of \$ 5,882.81 per lot from the previous estimate.

It should also be noted if these two proposed lots are not developed the City and Region will not recover the costs either.

BACKGROUND:

The Transport and Environment Committee at their meeting of March 14, 1994 dealt with this matter and referred the matter back to staff for further review. Since that meeting staff of Regional Engineering Department, Property Department, Treasury Department and the Building Department have met to discuss the issues involved.

The staff committee reviewed the servicing costs and it was noted that we have given Mr. Richardson the benefit of the doubt and reduced the frontage charges from 68.5 M. frontage to 30.48 M. frontage and made minor adjustments in the per M costs. This had the effect of reducing the cost from \$ 46,286.50 for 2 lots in July 1993 to \$ 23,497.04 at present which works out to \$ 11,748.52 per lot.

The Development Charge of:

- | | | |
|----|-----------------------------|-------------|
| a) | City Development Charge | \$ 1,723.20 |
| | \$ 1,723.20/lot | |
| b) | Regional Development Charge | \$ 5,408.00 |
| | \$ 5,475.00/lot | |

apply to the development of all residential lots.

The Cash in Lieu of Parkland Dedication is based on 5% of the value of the lot involved. If these lots are valued at \$ 50,000/lot the 5% Land Dedication should be \$ 2,500/lot.

This would bring the total of Servicing Costs and Development Charges to \$ 21,447.72. This represents a reduction of \$ 432.00 which is a \$ 500.00 reduction in the City's 5% Land Dedication and an increase of \$ 78.00 in the Regional Development Charges.

The Staff Subcommittee then reviewed the costs involved with repayment to the City of the costs of the acquisition of the land for the road allowance on Harbottle Court.

April 11, 1994

- a) Land Cost Recovery for one half the width
of Harbottle Court road allowance = \$ 5,441.00
- b) Sale by the City of remnant strip along
flankage of #204 Chesley Street (2.847m in width)
\$ 101.34/metre x 15.24 metres = \$ 1,544.57
- Total Land Cost Recovery per lot \$ 6,985.57**

The above constitutes a reduction from \$ 12,435.38 which can be attributed to recalculating the costs based on today's lower real estate values as well as an attempt to relate the cost to the number of lots benefitting from the opening of this street. This has the effect of reducing the costs by \$ 5,449.81.

Based on the above adjustments the total cost/lot would now amount to \$28,432.29/lot which is a reduction of \$ 5,882.81/lot from the original \$ 34,315.10.

cc Mr. R. Richardson
204 Chesley Street
Hamilton, Ontario
L9C 3W3

1.

DATE: 1994 March 04

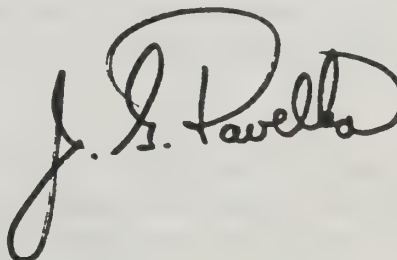
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J.G. Pavelka, P.Eng.
Chief Administrative Officer

SUBJECT: 204 Chesley Street - Development Costs

RECOMMENDATION:

- a) That staff follow existing policies for proposed development of lands adjacent to Harbottle Court; and,
- b) That current cost recovery policies be utilized in recovering costs already paid for by the City of Hamilton in developing Harbottle Court between Chesley Street and the Harbottle Estates Subdivision.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If not recovered from the directly benefitting development, the total costs per lot of \$34,315.10 will be borne by the property tax base.

Based on the City's Property Department's knowledge of land values, single serviced lots in this area could be sold for up to \$50,000. Even after repaying the \$34,315.10 per lot to the City of Hamilton, there would be approximately \$15,684.90 remaining to the lot developer.

To facilitate the sale of these lots, staff are recommending that these costs not be recoverable until the lot or lots are severed.

BACKGROUND:

Attached is the Roads Department Report (R-93-82) dated November 29, 1993 outlining the following costs based on a single 50 foot (15.24 metre) lot.

1. Servicing cost recoveries
2. Development Charges
3. Land cost recoveries

On February 07, 1994 during a telephone conversation with Mr. Ray Richardson, it became evident that Mr. Richardson had a previously prepared report with different numbers. To familiarize Mr. Richardson with the same details that staff were familiar with a copy of the Roads Department Report (R-93-82) was mailed to him on February 08, 1994.

JGP:dd

Attach.

c.c. Alderman D. Ross, Alderman, Ward 8
E. M. Gill, Senior Director of Roads
D. W. Vyce, Director of Property

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1993 November 29
S707-73, M.J. Inrig

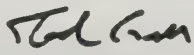
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Development Costs Associated with 204 Chesley
Street, Hamilton (R-93-82)

RECOMMENDATION:

That Council direct staff to follow existing procedures and current cost recovery policies be utilized for proposed development of lands adjacent to Harbottle Court.


E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton has "front-ended" the cost of providing Harbottle Court between Chesley Street and the Harbottle Estates Subdivision. If these costs are not recovered from future benefitting developments, these costs will be borne by the tax base.

BACKGROUND:

This report is further to the report to the Transportation and Environment Committee, dated August 11, 1993. Since that time, a meeting was held with Mr. Richardson (land

Cont'd...

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd.....

owner at 204 Chesley Street), Alderman Don Ross (Ward 8) and Eugene Chajka, P.Eng (Manager of Development, Roads Department) to review the costs associated with development of the subject lands. The costs can be broken down into the following categories and are shown below for a single lot with a 50 foot (15.24 metre) frontage:

1. Servicing Costs:

(a) City Services (above ground services on Harbottle Court)	
\$290.00/metre x 15.24 metres	= \$ 4,419.60
(b) Regional Services(sewers and watermains)	
\$714.62/metre x 15.24 metres	= \$ 5,470.70
(c) Private Sewer and Water Service Connection	
\$ 1,858.22 per lot	= <u>\$ 1,858.22</u>
Total Servicing Cost Recovery per lot	\$ 11,748.52

2. Development Charges:

(a) City Development Charge	
\$ 1,723.20 per lot	= \$ 1,723.20
(b) Regional Development Charge	
\$ 5,408.00 per lot	= \$ 5,408.00
(c) Cash in lieu of parkland dedication (based on lot value of \$60,000.00 each)	
5% of \$60,000.00 per lot	= <u>\$ 3,000.00</u>
Total Development Charges per lot	\$ 10,131.20
TOTAL MUNICIPAL CHARGES PER LOT	<u>\$ 21,879.72</u>

As a comparison, the equivalent municipal charges payable for each lot in the Harbottle Estates Subdivision, immediately to the west of the subject lands, averaged \$ 24,765.41.

Cont'd...

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd...

In addition to the Servicing and Development Charges, repayment to the City for the acquisition cost of land is required as follows:

(a) Land Cost Recovery for one half the width
of Harbottle Court road allowance
 $\$ 714.62/\text{metre} \times 15.24 \text{ metres} = \$ 10,890.81$

(b) Sale by the City of remnant strip along
flankage of #204 Chesley Street (2.847m in width)
 $\$ 101.34/\text{metre} \times 15.24 \text{ metres} = \$ 1,544.57$

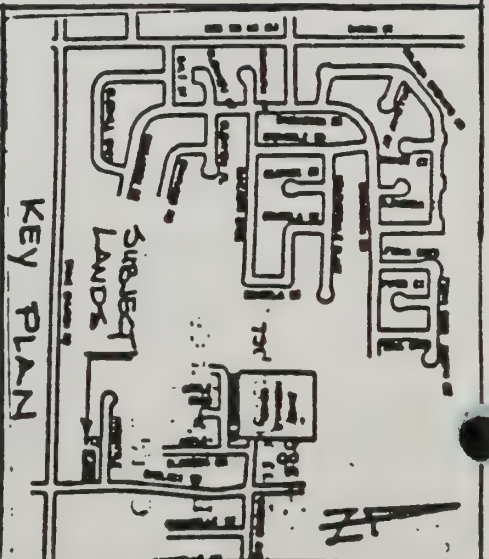
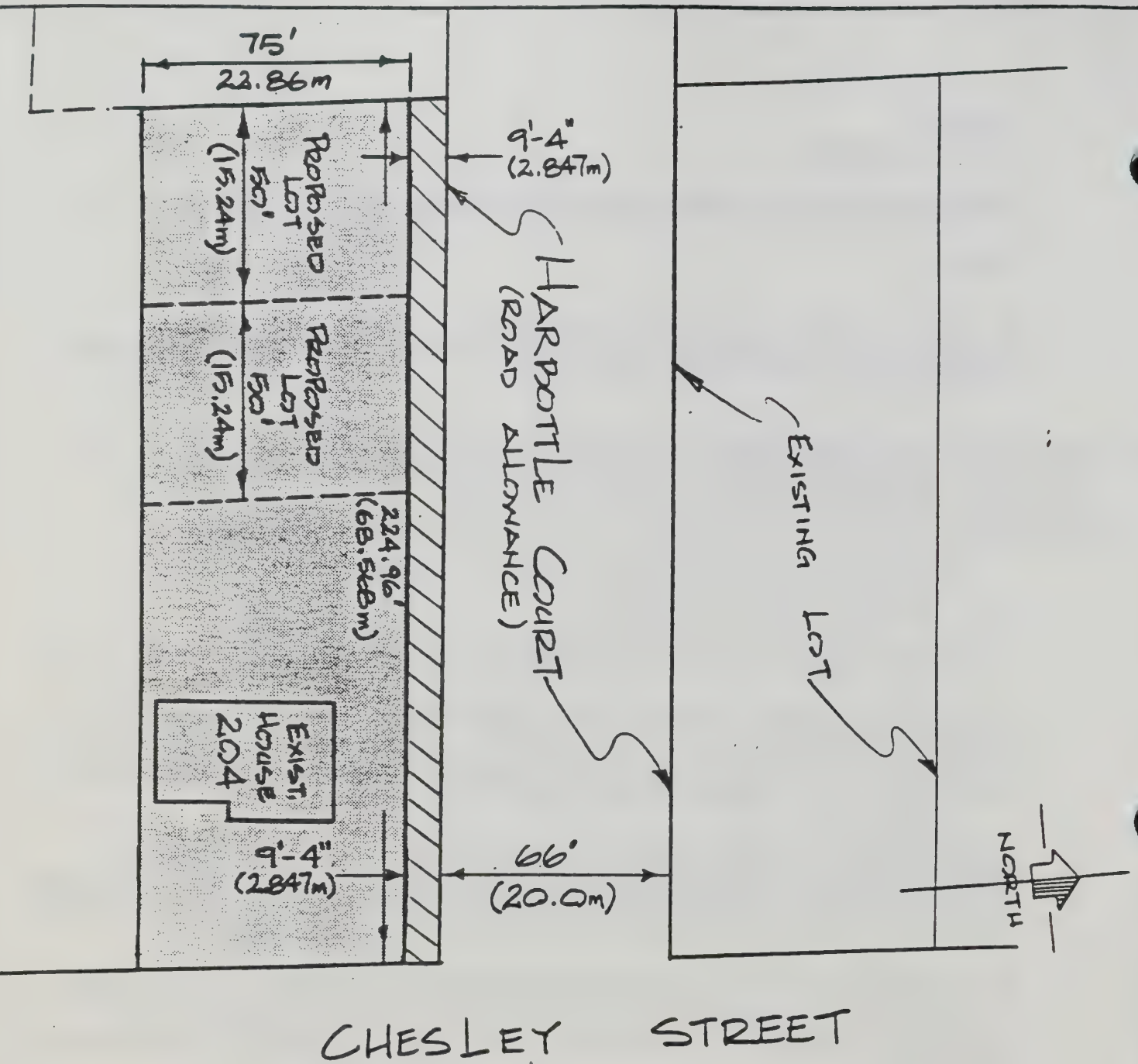
Total Land Cost Recovery per lot \$ 12,435.38

The value of the road allowances dedicated by developers of subdivisions would be similar to the market value shown for one half of the road width, (ie. \$10,890 per lot). The proposed lots are not at the corner, but at a mid-block location, and therefore, no additional costs are borne for flankage charges.

In order to provide a more suitable lot depth and to have the proposed lots abut Harbottle Court, (the property does not abut Harbottle Court at present), it is necessary for the owner to purchase City property. The market value suggested by the Real Estate Department is \$1,544.57 per lot, for the strip measuring 2.847m x 15.24m.

In conclusion, the servicing costs of the proposed lots at the rear of 204 Chesley Street are similar to costs of other similar developments in the area. Thus, there are no extenuating circumstances which warrant a reduction in the cost recovery under current policies.

EPC
Attach:



LEGEND



CITY OWNED LANDS WHICH MUST BE ADDED TO 204 CHESLEY STREET TO MAKE THE STREET TO MAKE THE SUBJECT LANDS ABOUT HARBOTTLE COURT.



SUBJECT LANDS - 204 CHESLEY STREET SHOWING 2-50' (15.24m) LOTS PROPOSED TO FRONT ONTO HARBOTTLE COURT.

Gowarley Hamilton

Not To Scale

1994 FEB 11th.

FEB 14 1994

MR K. CHRISTENSON

TRANS. AND ENV. COMM.

C/O CITY CLERKS DEPT.

RE: 204 CHESLEY ST.

R. RICHARDSON

204 CHESLEY ST.

HAMILTON

ONT.

L9C3W3

575-9864.

DEAR SIR:

ON RECEIPT OF LETTER FROM
C.A.O MR J. G PAVELKA DATED FEB. 8th 1994.
WHOSE RECOMMENDATION WAS THAT HIS REPORT
BE PRESENTED AT MON. FEB. 28th 1994
TRANS. AND ENV. COMM. MEETING.

I AND DELEGATION WOULD LIKE TO BE
PRESENT AT SAID MEETING TO RESPOND
TO STAFF REPORT AND ADDRESS SAME.

I WOULD ALSO LIKE INCLUDED IN THE
AGENDA, LETTER AND FIGURES FROM
MON. 20th SEPT. 93, T. AND E. COMM. MARKED 1(b)
BUILDING DEPT. DATED JULY 28th/93 SUBMITTED
BY L.C. KING P. ENG. BUILDING COMM.
AND ON REVERSE SIDE, OWNERS COST
DATED JULY/93.

YOURS TRULY

R. Richardson

BUILDING DEPARTMENT

71 Main Street West, Hamilton, Ontario L8N 3T4
Telephone (416) 546-2720 / Fax (416) 546-2764



City of
HAMILTON

FILE: Property
ATTENTION OF: L.C. King
TELEPHONE NO: (416) 546-4655

1993 July 28

300-029

RECEIVED

JUL 30 1993

Mr. K. Christenson
Transport and Environment Committee
c/o City Clerks Department

Re: 204 CHESLEY STREET

CITY CLERKS

Dear Sir:

Please find attached a copy of Mr. Richardson's letter dated July 1993.

Mr. Richardson has indicated to Alderman Ross and myself that he wishes to have this matter placed on the agenda of the next Transport and Environment Committee. Mr. Richardson also indicated that based on his costs as well as the City and Regional costs involved for both servicing and development charges that it is not possible for him to proceed with severing the lots.

A copy of this letter is being forwarded to Mr. Aston in the Regional Engineering Department in order that he may draft a report to the Committee dealing with the specific servicing costs involved.

Mr. Richardson would like to appear before the Committee.

Thanking you for your assistance in this matter.

Yours truly,


L.C. KING, P.Eng.
Building Commissioner

LCK\hmp

cc Alderman D. Ross

cc J. Aston, Director of Programming
and Development, Roads Department

cc R. Richardson

1993 July

R. Richardson
204 Chesley St
Hamilton
575-9864

OWNERS COSTS

Based on severance of TWO lots assuming VALUE/LOT \$60,000.00

SURVEY COST	PER 1 LOT \$ 600.00	PER 2 LOTS \$1,200.00
LAND SEVERANCE FEES	\$2,000.00	\$4,000.00
LAWYERS FEES	\$3,000.00	\$6,000.00
REAL ESTATE FEES	\$4,000.00	\$8,000.00
LAND TRANSFER TAXES	\$ 300.00	\$ 600.00
CARRYING COST LOAN	\$5,000.00 + \$700 Legal Fee	<u>\$5,700.00</u>
	TOTAL	\$25,500.00
	CITY & REG COST	<u>\$127,196.00</u>
	TOTAL	<u>\$152,696.00</u> =====

Yours truly,

R. Richardson

cc. Alderman D. Ross
Mr. L. King, Building Commissioner
Mr. G. S. Aston, P. Eng Dir. of Prog. & Dev.

CITY OF HAMILTON	
DEPARTMENT OF BUILDINGS	
JUL 22 1993	
REC. BY <u>JA</u>	DATE _____
REF'D TO <u>JA</u>	DATE _____
REF'D TO _____	DATE _____
REF'D TO _____	DATE _____

Development Costs Associated with 204 Chesley Street, Hamilton (R-93-62)

Cont'd.....

Through the development of "Harbottle Estates - Phase 1", Harbottle Court was constructed from Chesley Street to the west limit of the subdivision. The City cost shared for one half of the above ground municipal servicing costs along the flankage of 204 Chesley Street (68.568 metres). As the developer for "Harbottle Estates - Phase 1" owned the property on the north side of Lot 25 (Harbottle Court) they paid the servicing costs on their side of the road and the City recovered land costs for one half the width of the road allowance. Under the Region's Subdivision Agreement the developer for "Harbottle Estates - Phase 1" paid the full cost of under ground servicing on Harbottle Court. Provision was made under Schedule "D-2" of the agreement (Region's "Best Efforts" Obligation) to recover the cost of under ground municipal works along the flankage of 204 Chesley Street when the lands are developed.

All cost sharing arrangements and cost recoveries for both the City and Region are in accordance with standard cost sharing policies for normal subdivision development.

Development costs for the subject property have been shown on two schedules, attached. The first schedule ("A") shows the total costs to be recovered along the full flankage (68.568m) in the event that all the lands at 204 Chesley Street were severed and developed. In this case it is assumed that the existing house would be demolished and in accordance with a "C" zoning designation the property could be severed into five lots (each 13.713 metres) under two severance applications.

The second schedule ("B") is based on Mr. Richardson's letter in which he is proposing to create two lots of 15.24 metres each fronting on Harbottle Court. In this case the existing residence remains on the retained parcel. As it is policy for both the City and Region to recover development costs only on the severed portions of a property, Schedule "B" shows the costs which pertain to the frontage (30.48m) of the two severed lots.

Once the land severance is complete, the applicant would incur the following costs at the Building Permit stage of development.

City Development Charge -	\$ 1,723.20 per lot
Regional Development Charge -	\$ 5,408.00 per lot
Cash in lieu of parkland dedication (based on lot value of \$60,000.00 each)	
5% of \$60,000.00 =	\$ 3,000.00 per lot

MJL MJL:

SCHEDULE "A"

204 CHESLEY STREET
COST RECOVERIES
BASED ON FULL FLANKAGE 68.568m

LAND SEVERANCE APPLICATION FEE \$ 1,400.00 (A)

CITY OF HAMILTON

Above ground servicing costs
(roadway asphalt, sidewalks &
curbs, street lighting, catch
basins and connections) \$290.00/metre x 68.568metres = \$19,885.00

Land costs for one half the
width of the road allowance
for Harbottle Court \$49,000.00

Land cost for remnant strip
along flankage of
204 Chesley Street \$ 6,950.00

Sub-Total \$75,835.00 (B)

REGION OF HAMILTON-WENTWORTH

Storm & Sanitary Sewers \$11,475.00

Watermains \$ 5,654.00

5 Private Drain Connections @ \$1,728.00 each \$ 8,640.00

5 Private Water Service Connections @ \$576.00 each \$ 2,880.00

Sub Total \$28,649.00 (C)

Total A + B + C = \$105,884.00

R. RICHARDSON
204 CHESLEY STREET

Attached for your information is a report from the Regional Engineering Department dated February 5, 1991 and the following is a breakdown of the above noted costs.

Region charges (watermains, storm and sanitary sewers, including private drains and water service connections on Harbottle Court	Revised <u>July 13, 1992</u>	\$24,024.00
One half of the road allowance (report attached)		\$49,000.00
City of Hamilton Above ground works on Harbottle Court (\$325/M) x 68.58 M		\$22,262.50
Development charges -- City (\$2,872.00 x 2) (\$1,723.00 x 2)	<u>Rev 3,446.40</u>	\$ 5,744.00
Development charges -- Region (\$7,474.00 x 2) (\$5,252.00 x 2)	<u>Rev 10,504.00</u>	\$14,948.00
5% Land Dedication Assuming \$60,000.00/lot minus development charges (\$2,480.00 x 2)		<u>\$ 4,960.00</u>
		<u>\$134,438.00</u>
	REV	<u>\$127,196.00</u>

CITY OF HAMILTON

- INFORMATION -

DATE: 1993 August 11
S707-73, M.J. Inrig

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee



FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Development Costs Associated with 204 Chesley
Street, Hamilton (R-93-62)

RECEIVED

AUG 11 1993

CITY CLERKS


E. M. Gill, P. Eng.


FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See attached Schedules "A" and "B".

BACKGROUND:

In order to implement the approved road pattern for the Gourley Planning Neighborhood, the City of Hamilton purchased Lot 25, Registered Plan 947, at market value. Acquisition of Lot 25 would provide a roadway connection between Chesley Street to the east and the undeveloped interior lands to the west. However the width of Lot 25 was 2.847 metres greater than the width of a standard local road allowance.

On 1989 October 10, City Council approved a proposed draft plan of subdivision for the interior lands west of Chesley Street known as "Harbottle Estates". The plan proposed to establish an east/west road through Lot 25 to the lands of the subdivision with six lots on the north and six lots on the south side of the road. In order to provide equal lot depth, more or less, between the lots on the north and south side of the street the road allowance (Harbottle Court) was located to the most northerly limit of Lot 25. Thus a 2.847 metre strip of remnant land remained between the road allowance for Harbottle Court and the flankage of 204 Chesley Street which would provide sufficient lot depth for the severed lots at 204.

Cont'd...

City of
HAMILTON

FILE:

ATTENTION OF: P.C. Lampman

TELEPHONE NO: (416) 546-4653

August 20, 1993

Alderman D. Ross
Alderman, Ward 8
Alderman's Office

Dear Alderman Ross:

RE: 204 CHESLEY STREET

Further to your request of today's date, please be advised that Mr. Richardson sent a letter to our Department recently respecting City and Regional charges for the creation of two additional lots at the above-noted subject lands. Attached you will find the owner's cost and also the cost charged by various works proportioned to the City and the Region.

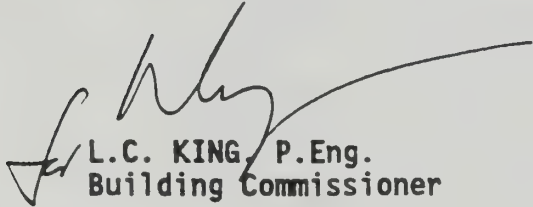
With respect to the matters detailed in Mr. Richardson's letter, please be advised that the breakdown of costs are as follows:

CHARGES	COST	RESPONSIBLE COMMITTEE
<u>Regional Charges</u> - Includes watermains, storm and sanitary sewers, private drains, and water service connection on Harbottle Court.	\$24,024	Regional Transportation Services
<u>One Half of the Road Allowance</u> - The land costs are for half the land required for Harbottle Court road allowance and a narrow strip of City land along the north flankage of 204 Chesley St.	\$49,000 plus \$13,500	Transportation & Environment
<u>Above Ground Works on Harbottle Ct.</u> - The rate of recovery of \$325/m of frontage.	\$22,262.50	Transportation & Environment
<u>Development Charges: City</u> - \$1,723 x 2	\$ 3,446.40	Finance & Administration
<u>Development Charges: Region</u> - \$5,252 x 2	\$10,504	Regional Finance
<u>5% Land Dedication</u> - Assuming \$60,000/lot - \$2,480 x 2	\$4,960	Planning & Development



I trust this information will aid you in endeavouring to have the development costs of this site reviewed by the committees responsible for the costs. If you have any further questions or require clarification, please feel free to contact this Department.

Yours truly,

A handwritten signature in dark ink, appearing to be 'L.C. King', with a long, sweeping horizontal line extending to the right.

L.C. KING, P.Eng.
Building Commissioner

LCK\PCL\dm

City of
HAMILTON

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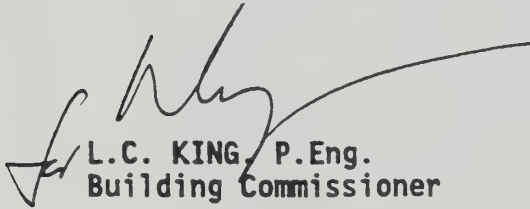
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Yours truly,



L.C. KING, P.Eng.
Building Commissioner

LCK\PCL\dm



City of HAMILTON

BUILDING DEPARTMENT
71 Main Street West, Hamilton, Ontario L8N 3T4
Telephone (416) 546-2720 / Fax (416) 546-2764

FILE:

ATTENTION OF: P.C. Lampman

TELEPHONE NO: (416) 546-4653

August 20, 1993

Alderman D. Ross
Alderman, Ward 8
Alderman's Office

Dear Alderman Ross:

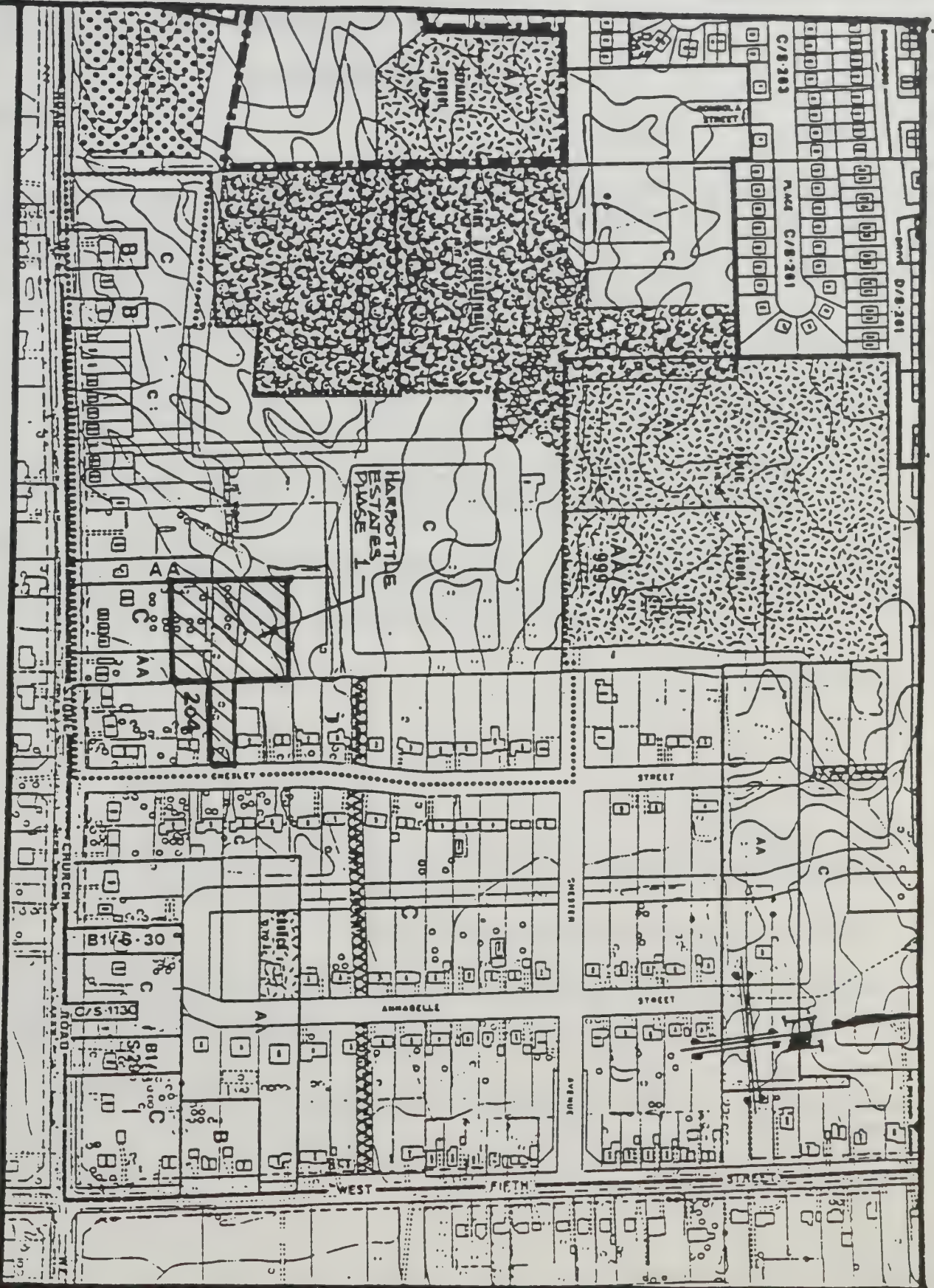
RE: 204 CHESLEY STREET

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Mourley

KEY PLAN

N.T.S.

APPROVED PLAN

CITY OF HAMILTON

RECOMMENDATION

DATE: April 11, 1994

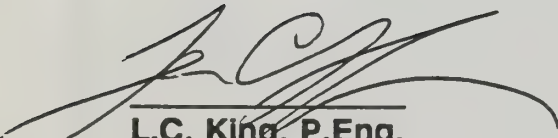
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Joe Pavelka Mr. L. King
Chief Administrative Officer Building Commissioner

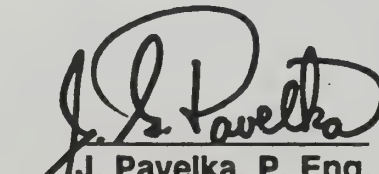
SUBJECT: 204 Chesley Street

RECOMMENDATION:

- a) That staff follow existing policies for proposed development of lands adjacent to Harbottle Court; and,
- b) That current cost recovery policies be utilized in recovering costs already paid for by the City of Hamilton in developing Harbottle Court between Chesley Street and the Harbottle Estates Subdivision.



L.C. King, P.Eng.
LCK/JP/hmpv



J. Pavelka, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If not recovered from the directly benefitting Development, the total costs per lot of \$ 28,432.29 will be borne by the mill rate tax base. The servicing costs of \$ 11,748.52 per lot and the land acquisition costs have already been "front ended" by the City and Region. It should be noted that the above represents a reduction of \$ 5,882.81 per lot from the previous estimate.

It should also be noted if these two proposed lots are not developed the City and Region will not recover the costs either.

BACKGROUND:

The Transport and Environment Committee at their meeting of March 14, 1994 dealt with this matter and referred the matter back to staff for further review. Since that meeting staff of Regional Engineering Department, Property Department, Treasury Department and the Building Department have met to discuss the issues involved.

The staff committee reviewed the servicing costs and it was noted that we have given Mr. Richardson the benefit of the doubt and reduced the frontage charges from 68.5 M. frontage to 30.48 M. frontage and made minor adjustments in the per M costs. This had the effect of reducing the cost from \$ 46,286.50 for 2 lots in July 1993 to \$ 23,497.04 at present which works out to \$ 11,748.52 per lot.

The Development Charge of:

- | | | |
|----|-----------------------------|-------------|
| a) | City Development Charge | \$ 1,723.20 |
| | \$ 1,723.20/lot | |
| b) | Regional Development Charge | \$ 5,408.00 |
| | \$ 5,475.00/lot | |

apply to the development of all residential lots.

The Cash in Lieu of Parkland Dedication is based on 5% of the value of the lot involved. If these lots are valued at \$ 50,000/lot the 5% Land Dedication should be \$ 2,500/lot.

This would bring the total of Servicing Costs and Development Charges to \$ 21,447.72. This represents a reduction of \$ 432.00 which is a \$ 500.00 reduction in the City's 5% Land Dedication and an increase of \$ 78.00 in the Regional Development Charges.

The Staff Subcommittee then reviewed the costs involved with repayment to the City of the costs of the acquisition of the land for the road allowance on Harbottle Court.

April 11, 1994

- a) Land Cost Recovery for one half the width
of Harbottle Court road allowance = \$ 5,441.00
- b) Sale by the City of remnant strip along
flankage of #204 Chesley Street (2.847m in width)
\$ 101.34/metre x 15.24 metres = \$ 1,544.57
- Total Land Cost Recovery per lot \$ 6,985.57

The above constitutes a reduction from \$ 12,435.38 which can be attributed to recalculating the costs based on today's lower real estate values as well as an attempt to relate the cost to the number of lots benefitting from the opening of this street. This has the effect of reducing the costs by \$ 5,449.81.

Based on the above adjustments the total cost/lot would now amount to \$28,432.29/lot which is a reduction of \$ 5,882.81/lot from the original \$ 34,315.10.

cc Mr. R. Richardson
204 Chesley Street
Hamilton, Ontario
L9C 3W3

CITY OF HAMILTON

- INFORMATION -

1(B)

DATE: 1994 April 28

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Driveway at 114 Dana Drive

BACKGROUND:

The subject property is part of the City development of the old Works Yard located at Mohawk Road and Warren Avenue. Due to the configuration of the lots fronting on Dana Drive, it was necessary to require the driveway accesses for numbers 114 and 118 Dana Drive to be located on the northerly side of each lot.

On February 2, 1994, a meeting was held at City Hall proposing to divide the road allowance equally between the four affected properties (114 Dana Drive and 108 and 112 Norrie Avenue). In attendance were Alderman Anderson, Traffic and Property Department staff and the property owners.

A number of options were discussed, however, the consensus of the property owners was that no one was satisfied. As it was difficult to imagine the impact the driveway location would have, it was decided that the Traffic Department proposal would be marked out on site and everyone would attend at that time on site.

On April 21, 1994, staff from the Public Works Department, Property Department, Traffic Department and Aldermen Henry Merling and Terry Anderson attended a meeting at Norrie Avenue and Dana Drive with the residents from 114 Dana Drive and 112 Norrie Avenue, and representatives for 118 Dana Drive. The meeting was held to view the Traffic Department proposal on site and listen to the concerns of the owner of 114 Dana Drive, Mrs. Amarjeet Lakhian regarding the proposed location of the driveway for Lot 24, 118 Dana Drive directly to the south of her lot.

Attached is a copy of a memorandum handed out at the meeting signed by the owner of 114 Dana Drive and an owner of 112 Norrie Avenue. Also attached is a copy of a letter hand delivered to City Hall on April 20, 1994 by Mrs. Lakhian.

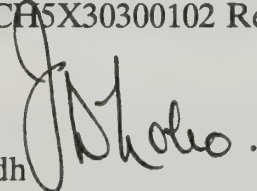
The Traffic Department proposal for the approaches for 118 Dana Drive is shown attached as Plan B-1. This proposal would require a moderate relocation easterly of the driveway to 108 Norrie Avenue. The proposed driveway would not reduce the frontage of 114 Dana Drive at the property line but would cut across the City road allowance in front of Mrs. Lakhian's property similar to that which is occurring in front of 108 Norrie Avenue by Lot 24, 118 Dana Drive.

This situation is not unlike many other locations throughout the City not only on cul-de-sacs with pie-shaped lots but at right-angled turns on local streets in the City. Three similar situations are provided for the Committee's information.

The proposed layout by the Traffic Department may be accomplished with minimal cost to the City (less than \$2,000) and would not create any safety hazards. An alternative to the Traffic Department proposal is shown attached as Plan B-2. This alternative would require the advertisement of a roadway alteration by-law for four consecutive weeks along with a public meeting to hear any objections under the Municipal Act. The estimate of cost for this proposal is \$13,000.

In the event the Committee wishes to proceed with this option, the following recommendations are required:

1. That the proposed alterations to the roadway, sidewalks and curbs between 110 and 118 Dana Drive and 108 and 112 Norrie Avenue all as shown on Plan B-2 dated April 27, 1994 be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990 and the necessary alteration By-Law be prepared by the City Solicitor and advertised by the City Clerk.
2. That the Director of Public Works be authorized to construct these works once all the necessary approvals are received.
3. That the cost of the work estimated at \$13,000 be financed from Account CH5X30300102 Reserve for Property Purchases.


RPM/jdh
Attach.

c.c. Ms. P. Noé Johnson, City Solicitor
Mr. M. F. Main, P. Eng., Director of Traffic Services
Mr. D. W. Vyce, Director of Property
Alderman T. Anderson, Ward 7
Mr. A. Ross, City Treasurer

April 20, 1994

Mr. R. Morrow
The Mayor, City of Hamilton.

Mr. Terry Anderson,
Ward 7 Alderman.
City of Hamilton.

Mr. Henry Merling,
Ward 7 Alderman.
City of Hamilton.

Mr. Mike Watson,
Real Estate Manager
City of Hamilton.

Mrs. A. Cipriani.
Real Estate Division,
City of Hamilton.

Mr. Chris Van Berkel,
Traffic Department,
City of Hamilton.

Dear Sirs/Madam,

We are writing this letter to you after having waited patiently for you to return our phone calls for two days, which to this point remain unanswered, except for Mrs. Cipriani. Other than the Mayor, you all know what our problem is, yet to date we have received no satisfactory answer or assurance from any one of you. For the benefit of the Mayor we shall state our problem briefly below.

We purchased a building lot from the city of Hamilton in 1993, lot #23, 114 Dana Drive, and built a house on it after paying all the necessary fees and obtaining all the necessary permits. The house was constructed as per the City of Hamilton requirements, even down to the location of the garage. Now that the house is complete and our family has moved in. The adjoining property is being developed. Due to the negligence and error of the city planners this adjoining property is not properly accessed from the street. Hence the Traffic department intends to allow the owners of the adjoining property to locate their driveway in front of our dwelling allowing them to cross over the front of our house, every time they enter or exit their house.

Our objections to permit this from happening are the following -

1. The value of our property would be considerably reduced with the neighbors driveway in front of my yard.

2. No other property within the city of Hamilton or the region of Hamilton Wentworth has such obstructed frontage. Our frontage from the 12 meters which we bought will now be considerably less than what we bargained for.

3. At the time of our offer to purchase no notice of any changes to the appearance of the street or the purposed changes were mentioned. In fact the city sold the lot advertised as full 12 meters front street lots. Now we shall have the neighbors drive right in front of our porch.

Not with standing the above problems that are clearly in the making there is an another added problem already created by the city for us with respect to the property adjoining to the north of us , 110 Dana Drive. The fence which is over 10 years old is located almost one foot within the lot line certified an sold to me by the city. This at the outset has reduced our frontage already with out having the neighbors to the south have their drive way in front of our porch.

We have approached all of you named above to try to and resolve this problem. Not only have we been stone walled, but we fear that our rights as citizens and rate payers in the city of Hamilton shall be trampled upon.

We are putting this in writing to put you on notice that we will not sit idly behind when you chose to proceed as you please.

Kindly let us have your written response to this letter of ours before you proceed to allow anyone to put his driveway in front of our porch.

Thanking you,

Yours sincerely


Mr. S. Lakhian.


Mrs. A. Lakhian.

Delivered personally this 20 th day of April 1994 at the city of Hamilton offices in the city hall to -

The Mayor, Mr. R. Morrow.

Alderman Mr. Terry Anderson.

Alderman Mr. Henry Merling.

Real Estate manager, Mr. Mike Watson.

Senior property officer Mrs .A. Cipriani.

Director of traffic Services Mr. M-F. Main .

Traffic Department Mr. C. Van Berkel.

April 21 1994.

Concerns of the citizens of Hamilton dwelling on 112 and 108 Norrie street and 114 Dana drive; that should be taken into consideration before making any changes to the present development on the corner of Norrie and Dana drive.

1 The depreciation of property value on the street especially the new construction, with in adequate frontage.

2 Miss representation by the Real Estate department of the city of Hamilton, in regards to street accesses and frontages of the dwellings, not coinciding or matching to the surveys provided during the acceptance of tenders. On the contrary verbal assurance given re full frontages and proper accesses.

3 No mention of the changes that could take place to the appearance of the houses or the property prior to issuing of building permits . Now in order to provide access to the lot 24 the appearance of the adjoining properties being jeopardized.

4 Loss of full use of the frontage of our property, by altering the lots.

5 The safety of our children on our property is being endangered, as a result of poor planning on the city's part by opting to put drive ways accross front yards. The city shall be held responsible of any damages that occur as a result of these changes.

6 With driveways crossing over who is responsible to maintain the so called "city allowance " in the future.

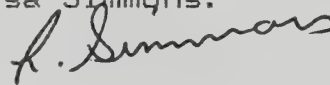
7 With so many driways on one corner there is a concern of the motor vehicle accidents, and the safety of the neighborhood.

8 City's Real Estate department, Road's and Traffic department were aware of the dispute regarding the driveway access at the Feb 2 1994, meeting yet construction starts on the lot 24 with no on the site meeting , or resolution of the dispute; yet at the meeting the citizens proposed the city buy back the lot.

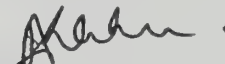
9 Real Estate agent of lot 24 aware of the situation , yet went ahead with plans to build and now we the neighbors are being penalized by the carelessness of the so called professionals in their jobs.

We demand adjunction ; until we are provided with a suitable proposal IN WRITING which takes into account our concerns and is less harmful to the community.

Danny and Lisa Simmons.
112 Norrie

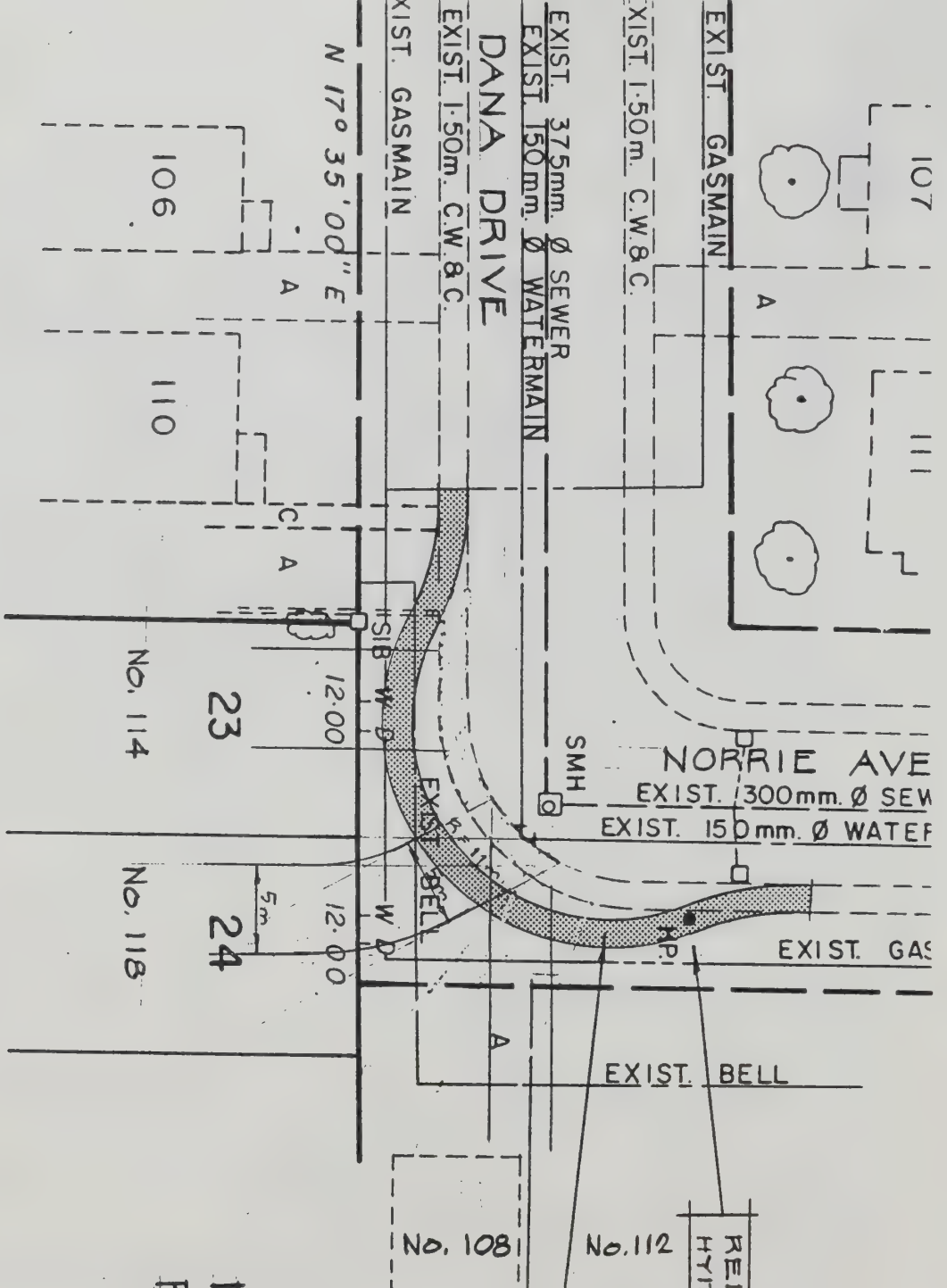


Barb and Ian Laycock.
108 Norrie



Swarn and Amarjeet Lakhian.
114 Dana drive.

Handed out at the on the site meeting on April 21, 1994.



PROPOSED 1.5 C.W. 4 C
RHS-303 AND STANDARD
APPROACHES RHS-400

ESTIMATED COST FOR ROAD ALTERATIONS;

\$13,000

SCALE	1:250
BY	S.P.O.
DATE	APR. 27/24
PLAN NO.	B-2

CITY OF HAMILTON

- INFORMATION -

DATE: 1994 April 28

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Wheten Court Subdivision - Mohawk and Warren
Driveways at 114 - 118 Dana Drive

BACKGROUND:

On 1988 August 30 City Council authorized the Real Estate Division to proceed with the development of subject property for residential purposes.

A draft plan was prepared, application was made for Land Titles, buildings on the site were demolished, soil tests were completed to meet Ministry of Environment guidelines, tenders were prepared and awarded for servicing the subdivision, and the tender for the sale of the 24 lots was prepared to sell the lots in early spring 1993.

The lots were advertised for sale in the Hamilton Spectator on February 23, 25, and 27, 1993, with the tender opening scheduled for 1993 March 9 at 11:00 am.

Attached herewith, please find a copy of the plan attached to each tender package.

On 1993 March 8 Mrs. Amarjeet Lakhian submitted a tender for four of the lots and was the highest bidder for one lot, namely Lot 23, for the sum of \$50,000. **A specific condition in the offers stated that "driveway access to Lot 23 and Lot 24 is restricted to the north side of the lot only, and the location must be approved by the Director of Traffic".**

On 1993 April 13 City Council approved Item 28 of Report 4-93 of the Transport and Environment Committee authorizing the sale of these 24 lots to the successful bidders, provided each purchaser entered into an Agreement of Purchase and Sale with the City within 30 days of approval of the Council resolution.

On 1993 April 22 an Offer to Purchase Lot 23 (114 Dana Avenue) having a frontage along the western limit of Dana Drive of 12 metres (39.37 feet) more or less, by a depth of 45.72 metres (150 feet) more or less, was prepared and forwarded to Mrs. Lakhian for her approval and execution.

28 April 1994

Transport and Environment Committee

Page 2

On 1993 May 11 Mrs. Lakhian's executed the Offer to Purchase on Lot 23, and was forwarded to the City Solicitor for the closing of this transaction which was finalized on 1993 July 29. For the information of the Committee, the Lakhians did not use a solicitor when they completed the transaction with the City. Mr. Lakhian did his own legal work.

When Lot 24, owned by 886531 Ontario Ltd. (Fernando Recchia, President), was to be developed, the developer approached the Traffic Department for approval of a location for driveway access on the north side of this lot. The Traffic Department prepared a proposal which did not reduce the frontage of the property at 114 Dana Avenue at the property line, but would cut across the City road allowance in front of Mrs. Lakhian's property, which is common in the City at right-angled or cul-de-sac streets.

On 1994 February 2 a meeting was held at City Hall with Alderman Terry Anderson, staff and the neighbours. As the matter could not be resolved it was decided to mark the Traffic Department proposal on site, after the snow was gone, and a further on-site meeting would be arranged.

On 1994 April 21 a further on site meeting was held with Alderman Henry Merling, Alderman Anderson, staff and some of the property owners. Alternatives were discussed and the Public Works Department is forwarding a report outlining them under separate cover.

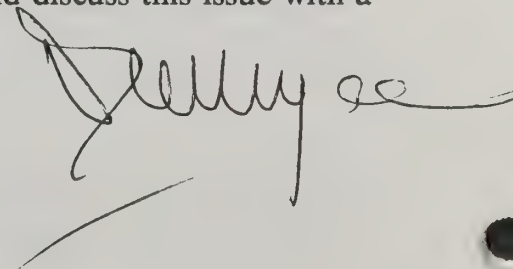
On 1994 April 20 and 21 Mr. Lakhian hand-delivered letters outlining certain points pertaining to our department which we would like to address.

Mrs. Lakhian purchased a lot 39 feet by 150 feet. The size has in no way been altered by the proposals for the driveway. She still has a 39 foot frontage along the road allowance of Dana Avenue. The size of the lot purchased by her, according to the survey, will in no way be altered by the driveway access, but the City road allowance in front of her lot could be slightly affected by the proposal for driveway access at 118 Dana Avenue depending on which proposal is accepted.

The old fence between 110 and 114 Dana Avenue was installed many years ago by the City six inches inside the property line. The six inches still form part of the property at 114 Dana Drive as the entire parcel is in Land Titles. Mrs. Lakhian should discuss this issue with a solicitor to confirm her rights.

AC/dcr
attch.

c.c. Alderman Terry Anderson, Alderman, Ward 7
P. Noé Johnson, City Solicitor
M. F. Main, P. Eng., Director of Traffic Services
R. Meiers, Operations Engineer, Public Works Department



CONSENT AGENDA

**Transport and Environment Committee
Monday, 1994 May 2
9:30 o'clock a.m.
Room 233, City Hall**

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1994 April 18

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) London Street South between King Street East and Montclair Avenue
- (b) Biggar Avenue
- (c) No. 15 Foster Street -
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident
- (d) No. 203 Jackson Street East -
Request for a Reserved "Permit Parking" Space for a Disabled Resident
- (e) No. 287 Paling Avenue -
Request for a Reserved "Permit Parking" Space for a Disabled Resident
- (f) Vola Court
- (g) Burton Street between Cheever Street and No. 162 Burton Street
- (h) Apartment Building at No. 150 Market Street -
Application for a Time Limit Exemption Permit
- (i) West 3rd Street between
Richwill Road and South Bend Road West
- (j) Arthur Avenue North between
King Street East and Wilson Street
- (k) West 35th Street between
Bendamere Avenue and Leslie Avenue
- (l) Carrick Avenue, south of King Street East

- (m) No. 154 Caroline Street South - Request for a Reserved "Permit Parking" Space for a Disabled Resident
- (n) No. 75 Leeming Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident
- (o) No. 664 Upper Wentworth Street - Request for a Wheelchair Loading Zone
- (p) No. 164 McAnulty Boulevard - Request for a Reserved "Permit Parking" Space for a Disabled Resident
- (q) East side of Ferguson Avenue North between Kelly and Wilson Streets
- (r) Green Meadow Road between Everton Avenue and Queensdale Avenue East
- (s) Tisdale Street South between Main and King Streets
- (t) Nos. 836 - 840 Concession Street - Request for a Time Limit Exemption Permit
- (u) No. 391 Strathearne Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

ii. Intersection Control

Intersection of Lower Horning Road and Harold Street

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. 1994 Servicing Expenditures Related to Subdivisions

ii. Street Incorporation

D. DIRECTOR OF PROPERTY

Offer to Purchase, 596 Aberdeen Avenue, Hamilton

E. CITY SOLICITOR

By-law to Amend By-law No. 79-292 to Control Noise

F. MANAGER OF PURCHASING

Supply and Delivery of Various Trees during 1994

G. DIRECTOR OF PROPERTY/MANAGER OF PURCHASING

HVAC Retrofit/Modifications - Traffic Operations Centre

Monday, 1994 April 18
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also Present: Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. P. J. Halliday, Senior Director, Environmental Services Department
Mr. G. Aston, Roads Department
Mr. D. Lobo, Director of Public Works
Mr. C. Firth-Eagland, Public Works Department
Mr. M. Main, Director of Traffic
Mr. M. Hazell, Traffic Department
Mr. M. Watson, Property Department
Mr. G. Hymas, Ferguson Avenue Flea Market
Ms. M. Pocius, Downtown B.I.A.
Mr. K. C. Christenson, Secretary

1. DELEGATION

Ferguson Avenue Street Market

The Committee was in receipt of a report dated 1994 April 8 from the Senior Director, Roads Department respecting the subject matter.

Mr. Graham Hymas and Ms. P. appeared before the Committee and described the proposed Ferguson Avenue Street Market to be held King Street and Rebecca Street from 7:00 o'clock a.m. to 5:00 o'clock p.m. every Sunday and statutory holiday from 1994 May 1 to 1994 October 16. Mr. Hymas stated that he has support of and has planned the market in conjunction with the International Village B.I.A. and the Downtown B.I.A. and that several area property owners would be providing free parking.

Following considerable discussion, the Committee approved the following recommendation:

That the application of G. Hymas to temporarily close Ferguson Avenue North from King Street to Rebecca Street, excluding the intersection at King William Street, every Sunday and statutory holiday from 1994 May 1 to 1994 October 16, for a street market, be approved, subject to the following conditions:

- (a) That approval from Regional Police Services be received;
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the City and the Region of Hamilton-Wentworth as added insureds, with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

- (c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (d) That all barricading be supplied by and at the expense of the applicant;
- (e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services at the expense of the applicant;
- (f) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

The Committee further agreed that the Ward Aldermen would meet with the proponents of the Ferguson Avenue Street Market to determine if any other street closures or issues needed to be resolved and that any amendments to the application would be made prior to the item going before City Council at its next meeting.

CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting of the Transport and Environment Committee held 1994 March 14 were adopted as presented.

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

(a) Kingsley Drive and Broker Drive

The Committee was in receipt of a report dated 1994 March 15 from the Director of Traffic Services respecting the subject matter.

Alderman Wilson expressed concern with the recommendation presented and suggested that the action may make the problem worse rather than improving it. Mr. Main explained the proposal and stated that the Department will monitor the situation in the area and report back to the Committee in three months time.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping Anytime" regulation on the west side of Kingsley Drive from Broker Drive to 300 feet southerly be removed and replaced with a "No Parking Anytime" regulation; and
- (b) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Broker Drive commencing at a point 379 feet west of Kingsley Drive and extending to a point 60 feet westerly therefrom; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Courtland Avenue between Cranbrook and Stone Church Road West**

The Committee was in receipt of a report dated 1994 March 14 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on the east side of Courtland Avenue between Cranbrook Drive and Stone Church Road West be switched to the west side of the street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(c) **North side of Whitfield Avenue, east of Birmingham Street**

The Committee was in receipt of a report dated 1994 March 14 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation on the north side of Whitfield Avenue commencing at Birmingham Street and extending to a point 187 feet easterly therefrom, be replaced with a "No Stopping, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(d) **South Bend Road East between
Upper James Street and West 5th Street**

The Committee was in receipt of a report dated 1994 March 14 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of South Bend Road East between Upper James Street and West 5th Street; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(e) **McElroy Road West between West 2nd Street and West 3rd Street**

The Committee was in receipt of a report dated 1994 March 15 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on the north side of McElroy Road West between West 2nd Street and West 3rd Street be replaced with a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(f) **East Side of Leeming Street, north of Cannon Street**

The Committee was in receipt of a report dated 1994 March 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Leeming Street, commencing at a point 449 feet north of Cannon Street East and extending to a point 195 feet northerly therefrom be revised, such that the regulation is in effect from Monday to Friday; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(g) **Birmingham Street**

The Committee was in receipt of a report dated 1994 March 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That parking be allowed on the west side and prohibited on the east side of Birmingham Street between the C.N.R. tracks and the T.H.& B. tracks; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(h) **Columbia Drive between Bendamere Avenue and Verona Place**

The Committee was in receipt of a report dated 1994 March 28 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on Columbia Drive on the west side between Bendamere Avenue and Hudson Court and on the east side between Bendamere Avenue and Verona Place; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

ii. **Requests for Wheelchair Loading Zones**

(a) **No. 26 Bayfield Avenue**

The Committee was in receipt of a report dated 1994 March 8 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of Bayfield Avenue commencing at a point 273 feet north of McAnulty Boulevard and extending to a point 24 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) **East Side of Wood Street West, south of Burlington Street West**

The Committee was in receipt of a report dated 1994 March 14 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 8:00 p.m., seven days a week" regulation be implemented on the east side of Wood Street West commencing at a point 74 feet south of Burlington Street West and extending to a point 24 feet southerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(c) **116 East 23rd Street**

The Committee was in receipt of a report dated 1994 March 15 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Zone Only, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the west side of East 23rd Street commencing at a point 162 feet north of Queensdale Avenue East and extending to a point 19 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(d) **No. 157 Lake Avenue North**

The Committee was in receipt of a report dated 1994 April 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side of Lake Avenue North commencing at a point 140 feet north of Delawana Drive and extending to a point 48 feet northerly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

iii. **Hamilton Street Railway, Bus Stop Relocations**

The Committee was in receipt of a report dated 1994 February 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be relocated:

- | | | |
|--------------------|---|--|
| Delete - Westbound | - | Jackson Street West, north side, 64.0 metres west of James Street South (M/B), |
| Add - Westbound | - | Jackson Street West, north side, 32.0 metres west of James Street South (F/S). |

iv. **Snow Route Designation**

The Committee was in receipt of a report dated 1994 March 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "Snow Route" designation on Eleanor Avenue between Rymal Road East and Eaglewood Drive (south leg) be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

v. **Consolidation of the Parking Time Limit and the
No Parking Sections of the City of Hamilton Traffic By-law No. 89-72**

The Committee was in receipt of a report dated 1994 March 7 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That Schedules 25, 25A and 25B (Parking Time Limits) of the City Traffic By-law 89-72 be consolidated into one section; and
- (b) That Schedules 26 and 26A (No Parking Areas) of the City Traffic By-law be consolidated into one section.

vi. **School Bus Loading Zone**

North side of Maplewood Avenue, adjacent to Adelaide Hoodless School

The Committee was in receipt of a report dated 1994 March 15 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Maplewood Avenue, commencing at a point 190 feet west of Springer Avenue and extending 80 feet westerly be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.

vii. **Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1994 March 14 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first three eligible applicants residing in the apartment building at No. 53 Lorne Avenue.

viii. **Request for a Reserved "Permit Parking" Space for a Disabled Resident
No. 56 Peter Street**

- (a) That a "Permit Parking" regulation be implemented on the north side of Peter Street commencing at a point 231 feet west of Queen Street North and extending to a point 27 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Pratt, 56 Peter Street; and
- (c) That the City Traffic By-law 89-72 be amended accordingly.

- ix. School Crossing Guard
Gemini Drive/Megna Court and Upper Paradise Road

That the School Crossing Guard at Gemini Drive/Megna Court and Upper Paradise Road be removed.

*Alderman M. Kiss and Alderman F. D'Amico recorded opposed.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENT SERVICES

i. Temporary Street Closures

(a) Boy Scout/Girl Guide Parade

The Committee was in receipt of a report dated 1994 April 8 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Boy Scouts/Girl Guides of Canada to temporarily close the following City Streets on Saturday 1994 May 28, from 8:00 o'clock a.m. to 11:30 o'clock a.m., for the annual Boy Scout/Girl Guide Parade be approved,

Locke Street from York Boulevard to Main Street
MacNab Street from Main to Hunter
Jackson Street from MacNab to City Hall parking lot

subject to the following conditions:

- (a) That approval from Regional Police Services be received;
- (b) That the applicant provide proof of \$2,000,000. public liability insurance, naming the City and the Region of Hamilton-Wentworth as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (d) That all barricading be supplied by and at the expense of the applicant;
- (e) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(b) **Greater Hamilton Aquafest**

The Committee was in receipt of a report dated 1994 April 8 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Regional Municipality of Hamilton-Wentworth, to temporarily close the following City streets on Saturday 1994 July 23, from 9:00 o'clock a.m. to 10:00 o'clock p.m. and on Sunday 1994 July 24, from 9:00 o'clock a.m. to 8:00 o'clock p.m.

Bay Street North from Burlington to Guise
MacNab Street North from Burlington to Guise
James Street North from Burlington to Guise
Hughson Street North from Burlington to Guise
John Street North from Burlington to Guise
Catharine Street North from Burlington to Guise
Mary Street North from Burlington to Guise
Ferguson Avenue North from Burlington to Guise
Guise Street from Bay to Ferguson
Wood Street from Bay to Burlington
Brock Street from Mary to Hughson

for the annual Greater Hamilton Aquafest, be approved, provided;

- (a) That approval from the Regional Police Services be received;
- (b) That the applicant provide public liability insurance, naming the City of Hamilton as an added insured party with a provision for cross liability, and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- (c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- (d) That all barricading be supplied by and at the expense of the applicant;
- (e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;
- (f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- (g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- (h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

ii. **Encroachment Agreements**

Beach Road, Communication Cable Installation

- (a) The Committee was in receipt of a report dated 1994 April 11 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of D. A. Gerrard, agent for Dofasco Inc. (P.O. Box 2460 Hamilton, Ontario L8N 3J5) to install a fibre optic cable over the Beach Road, road allowance west of Ottawa Street North and a fibre optic cable over the Depew Street, road allowance north of Gertrude Street, be approved, subject to the following conditions:

- (a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
 - (b) That the Mayor and City Clerk be authorized to execute the agreement.
 - (c) The applicant pay a first year fee of \$252. for processing and registration and an annual fee of \$20.
- (b) **Rescinding of Encroachment Agreement - 185 - 185 Simcoe Street East**

The Committee was in receipt of a report dated 1994 March 17 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the request of Martin V. Ross, Solicitor for the owner of 183 Simcoe Street East, Hamilton, to rescind the encroachment agreement for 183-185 Simcoe Street East, approved by City Council 1988 September 27, be approved, provided that:

The Mayor and City Clerk be authorized to execute the documents in relation to the rescinding of this agreement.

- (c) **Discharge of Encroachment Agreement - 95 MacNab Street North**

The Committee was in receipt of a report dated 1994 April 8 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the Encroachment Agreement for 95 MacNab Street North, registered as Instrument No. 231645 C.D., be discharged;
- (b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 231645 C.D., in a form satisfactory to the City Solicitor.

(d) **Encroachment Agreements**

The Committee was in receipt of a report dated 1994 April 8 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "A", attached hereto, be approved during the pleasure of City Council provided:

- (a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- (c) That the first year fees and subsequent annual fees as outlined in Appendix "A" be set for the encroachments.

iii. **1994 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1994 April 7 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

" ANCHOR ROAD INDUSTRIAL PARK ", Hamilton

City's Share \$ 6,850.

Subdivider's Share \$228,776.

" WISEMOUNT ESTATES - PHASE 4 ", Hamilton

City's Share \$21,750.54

Subdivider's Share \$ 40,836.47

- i. That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Anchor Road Industrial Park", Hamilton and "Wisemount Estates - Phase 4", Hamilton, along with any other related documents for these Subdivisions subject to the approval of the City Solicitor.
 - ii. That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.
 - iii. In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.
- (b) That additional funding in the amount of \$2,300. for the City's share of municipal services in "Agrigento Gardens" subdivision originally approved by City Council on 1992 August 25, be approved.
 - (c) That the City's share for the costs of services in "Agrigento Gardens"(\$2,300.), "Anchor Road Industrial Park" (\$6,850.) and "Wisemount Estates - Phase 4" (\$21,750.54), be approved and the Finance and Administration Committee recommend the source of funding for these projects.

D. DIRECTOR OF PROPERTY**Termination of Lease, 499 Charlton Avenue East**

The Committee was in receipt of a report dated 1994 April 7 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

- (a) That the existing lease between the City of Hamilton and W. Faulkner be terminated by the City upon 120 days written notice effective after City Council approval and that demolition of the structure located at 499 Charlton Avenue East take place upon the City receiving vacant possession and costs for the demolition be charged to Account No. CH5X921 00102 (Reserve for Property Purchases).
- (b) That the City Solicitor be authorized and directed to prepare the necessary Notice of Termination of the Lease.

E. MANAGER OF PURCHASING**Annual Supply of Aggregates, Public Works Department**

The Committee was in receipt of a report dated 1994 March 22 from the Manager of Purchasing respecting the subject matter.

The Committee approved the following recommendation:

That purchase orders be issued for the supply and delivery of Aggregates as and when required during 1994 by the Public Works Department tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders, and be financed through Stock Materials Account No. CH56197 60999, as follows:

<u>Lakeview Sand & Gravel Ltd., Paris</u>	
Granular 'A'	\$ 7.40
<u>Cayuga Materials & Construction, Cayuga</u>	
Granular 'A'	7.25
6.4mm Chips Washed	11.00
Athlete Field Lime	13.50
<u>Redland Quarries, Dundas</u>	
6.4mm Chips Washed	10.40

GST and PST extra where applicable. Prices per tonne, delivered.

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**Information Reports**

The Committee was in receipt of a report dated 1994 April 12 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the information reports listed below that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
1994 March	Regional Municipality of Hamilton-Wentworth	Class Environmental Assessment Trunk Watermain from Rymal Road to Twenty Road Public Comment Invited	1994 March 18
1994 March 15	Doug Lobo, Director of Public Works	Region of Hamilton-Wentworth's Waste Disposal Contract	1994 April 12
1994 March 17	Doug Lobo, Director of Public Works	1994 Streets Tree Stake Removal Programme	1994 April 12
1994 March 29	Murray Main, Director of Traffic Services	Intersection of Beach Road and Rowanwood Avenue	1994 April 12
1994 April 12	Ted Gill, Senior Director Roads Department	Transfer of Local Road Functions	1994 April 12

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES(a) **Philip Environmental Inc. Application to Amend Provisional Certificate of Approval No. A100140 for a Waste Disposal Site (Processing)**

The Committee was in receipt of a report dated 1994 April 8 from the Senior Director, Environmental Services Department respecting the subject matter.

Alderman Agro declared a conflict of interest with this item and left the meeting for the duration of the discussion.

Mr. Halliday spoke to the issue and detailed the background of his report. Alderman Morelli expressed concern with the debris in the neighbourhood and the street dirt created by the truck traffic. Mr. Pavelka responded that Philip Environment had purchased its own street sweepers and was conscientious in terms of addressing the effect on the neighbourhood. Mr. Lobo indicated that he would speak to the applicant to ensure that Alderman Morelli's concerns were passed along.

Subsequently, the Committee approved the following recommendation:

- (a) That the West Central Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Philip Environmental Inc. receiving an amendment to their existing Provisional Certificate of Approval, No. A100140, for a Waste Disposal Site (Processing), located at 52 Imperial Street, Hamilton; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry of the Environment and Energy and that all applicable City by-laws are complied with fully;
- (b) That copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the Ministry of the Environment and Energy for their consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility operated by Philip Environmental Inc.

(b) **Use of Alcohol on Temporarily Closed
Road Allowances during Special Events within the limits of the City**

The Committee was in receipt of a report dated 1994 April 12 from the Senior Director, Roads Department respecting the subject matter.

Mayor Morrow expressed concern with the report and stated that this recommendation was not up to staff to determine but rather up to the Committee on an individual basis.

Following considerable discussion, the Committee approved the following recommendation:

That Special Event applications requesting permission for the sale or consumption of alcoholic beverages on road allowances within the City be considered for approval on a case-by-case basis by Committee and City Council.

4. **DIRECTOR OF PUBLIC WORKS**

(a) **Tripping Accidents on Sidewalks**

The Committee was in receipt of a report dated 1994 April 8 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Director of Public Works be authorized to amend the City of Hamilton sidewalk trip hazard repair program to include a more aggressive approach to trip levelling through grinding, recognizing that 5 portable concrete grinders must be acquired at a total cost not to exceed \$20,000.

(b) That those sidewalks as outlined in Appendix "B", attached hereto, be reconstructed in 1994 as a component of the Supplementary 1994 Road and Sidewalk Improvement Programme, pending approval of the City's application for Federal/Provincial Infrastructure funding.

(b) **Tender to Provide Contractor-operated Equipment for Winter Operations**

The Committee was in receipt of a report dated 1994 March 15 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That staff be authorized to pursue the tendering of contractor operated equipment for civic winter operations on a specified fee basis.

(c) **Woolco/Walmart Department Store No.6006, 665 Upper James Street
Application for Exemption from City of Hamilton Noise By-law No. 79-292**

The Committee was in receipt of a report dated 1994 March 28 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That the request submitted by Mr. Harvey White, on behalf of Woolco/Walmart Department Store No. 6006 for an exemption from Noise By-law 79-292, be denied.

5. **DIRECTOR OF TRAFFIC SERVICES**

Traffic Signals - 1994 City Capital Budget

The Committee was in receipt of a report dated 1994 February 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

- (a) That a traffic signal be installed at the east driveway of Lime Ridge Mall at Limeridge Road; and
- (b) That \$65,000. from Account No. CF5010 759351007, which was originally designated in 1993 for a traffic signal at Centennial and Arrowsmith, be reallocated for use in 1994 for a traffic signal at Lime Ridge Mall east exit to Limeridge Road; and
- (c) That \$7,000. from Account No. CF5010 759351007 be returned to the original source of funding; and
- (d) That Project CF5010 759243009, 1992 Installation of Traffic Signals, be declared closed and the remaining balance in that account be returned to the original source of funding.

6. CITY CLERK

- (a) **Mayor's Task Force on Downtown Issues and Renewal
Referral from City Council 1994 March 8**

The Committee was in receipt of correspondence from the City Clerk dated 1994 March 23 respecting the subject matter which was referred to the Transport and Environment Committee by City Council at its meeting of 1994 March 8.

Mayor Morrow spoke to the issue and following a brief discussion, the Committee agreed that Section 12 of the Mayor's Report be amended to include "King Street West from James Street to Bay Street".

Subsequently, the Committee agreed that the Sections 10, 11, 12 13, 14 18, 22 and 29 be referred to the appropriate Departments for their action.

- (b) **Report - National Waste Management Centre of Excellence**

The Committee was in receipt of correspondence from the City Clerk dated 1994 March 18 respecting the subject matter which had been referred to the Transport and Environment Committee by City Council at its meeting of 1994 March 8.

Following a brief discussion, the Committee agreed that the item be received and referred to the Senior Director of Environmental Services for a report back to the Transport and Environment Committee.

- (c) **Correspondence - Hamilton - Halton Home Builders' Association
Transfer of Local Road Functions (Development Control) from Region to City**

The Committee was in receipt of correspondence from the City Clerk dated 1994 March 18 respecting the subject matter which had been referred to the Committee by City Council at its meeting held 1994 March 8.

Alderman Merling spoke to the issue and stated the direction of the Committee was that the Transportation/Environmental Services Department be requested to comment on the transfer not the Regional Municipality of Hamilton-Wentworth. He stated that this was a City staff issue and that the Regional Committees and Council should not be involved in this process.

Following discussion, the Committee agreed that the 1994 February 28 minutes of the Transport and Environment Committee meeting be reconsidered and amended as follows:

Page 17, 3rd paragraph be amended to read: "That subject to comments being received from the Transportation/Environment Services Department, the following recommendations be approved."

***Note: Mayor Morrow recorded opposed.**

The Committee then directed that Staff prepare this report for the next meeting of the Transport and Environment Committee and that Mr. Ted Gill be in attendance to answer any questions on this issue.

7. OTHER BUSINESS

(a) Earth Day

The Committee discussed Earth Day scheduled for 1994 April 22 and following consideration agreed that Mayor Morrow, Alderman Merling, Alderman Wilson, Alderman Kiss and Alderman Eisenberger would, on behalf of the Transport and Environment Committee, come up with a proposal for Earth Day.

(b) Crescent Oil

Alderman Agro informed the Committee that on Saturday, 1994 April 23 at 12:00 o'clock noon, a tour of the Crescent Oil site would be conducted to review the situation first hand and that all members of the Committee were invited.

(c) Personnel Item

The Committee agreed to move in camera to discuss a Personnel issue. Following the in-camera session, the Committee moved out-of-camera.

8. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson, Secretary
1994 April 18

2(BXiXa)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

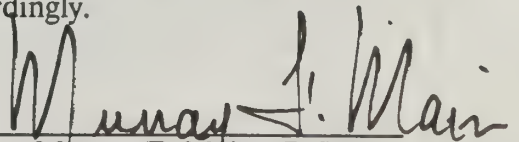
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

London Street South between King Street East and Montclair Avenue - Parking Regulations. [TEC-53-94]

RECOMMENDATION:

- a) That the existing "Alternate Side Parking" regulation on London Street South between Montclair Avenue and King Street East be replaced with a "Permit Parking" regulation on the west side and a "No Parking" regulation on the east side; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit per residence to each of the first three eligible applicants residing in Nos. 138, 146 and 150 London Street South and the remaining parking permits to abutting residents on a first come first served basis to a maximum of five parking permits; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for \$60.00 in revenue each year from the sale of parking permits which would off-set the cost to some degree.

BACKGROUND:

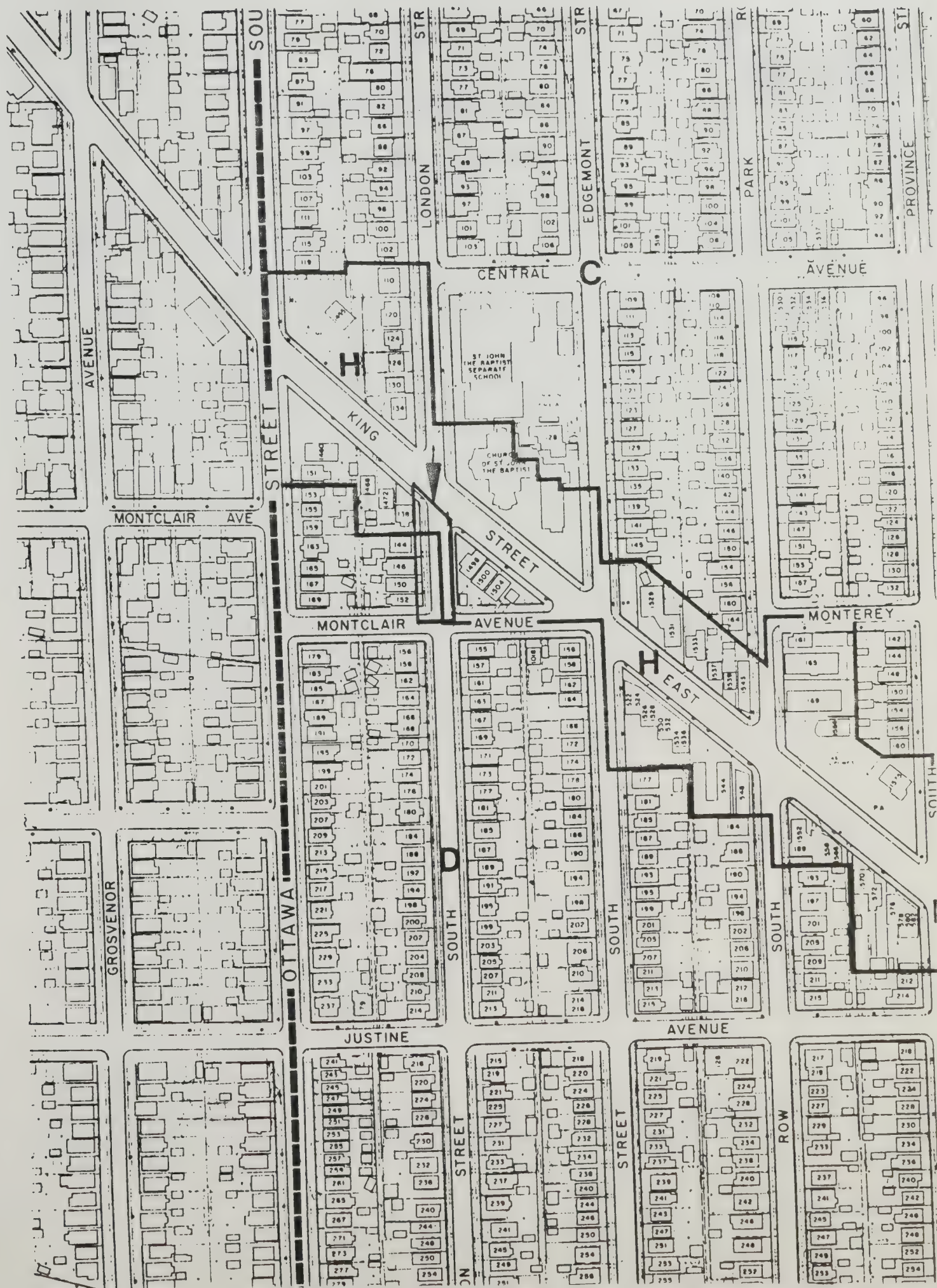
The Traffic Department received a petition signed by representatives of all five of the one, two and three family dwellings abutting London Street South between King Street East and Montclair Avenue requesting that a "Permit Parking" regulation be implemented on the west side of the street in this block. All five of the residents who signed the petition are in favour of the requested regulation.

London Street South has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street between King and Montclair. The resident who circulated the petition has expressed concern regarding parking by area employees, patients of the dentist's office at 1498 King Street East, and overnight by residents on King. The implementation of the requested regulation would prohibit non-resident parking and residents who would abut the requested regulation would be entitled to purchase permits at a charge of \$12.00 per year to exempt their vehicles from the signed "Permit Parking" regulation.

An investigation has revealed that there are five legal on-street parking spaces on the west side of the street in this block. It was indicated on the petition that three permits are required by the abutting residents, there would be two remaining permits available for abutting residents in this block. Therefore, since the demand for permits does not exceed the number of on-street parking spaces and since all of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.

The implementation of the requested regulation would reserve five on-street parking spaces for abutting residents in this block. All of the residential properties on the south side of King within one block of London have available off-street parking available and there is unrestricted on-street parking on both sides of Montclair, east of London. There is also on-street parking available on the south side of King, directly in front of the dentist's office and Hair Salon. Therefore, the Traffic Department does not anticipate any parking difficulties for customers of these businesses and area residents.

MT/CVB/kg



2(BX)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 March 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

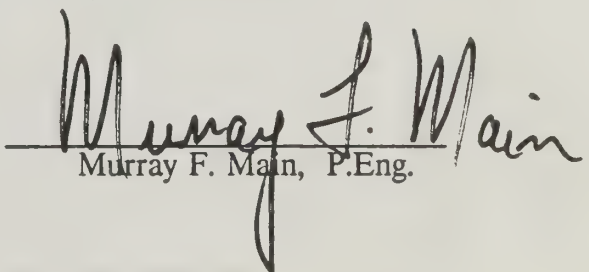
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Biggar Avenue - Parking Regulations. [TEC-67-94]

RECOMMENDATION:

- a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Biggar Avenue which commences at a point 457 feet east of Sherman Avenue and extends to a point 293 feet west of Lottridge Street be shortened such that the regulation commences 457 feet east of Sherman Avenue and extends to a point 480 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

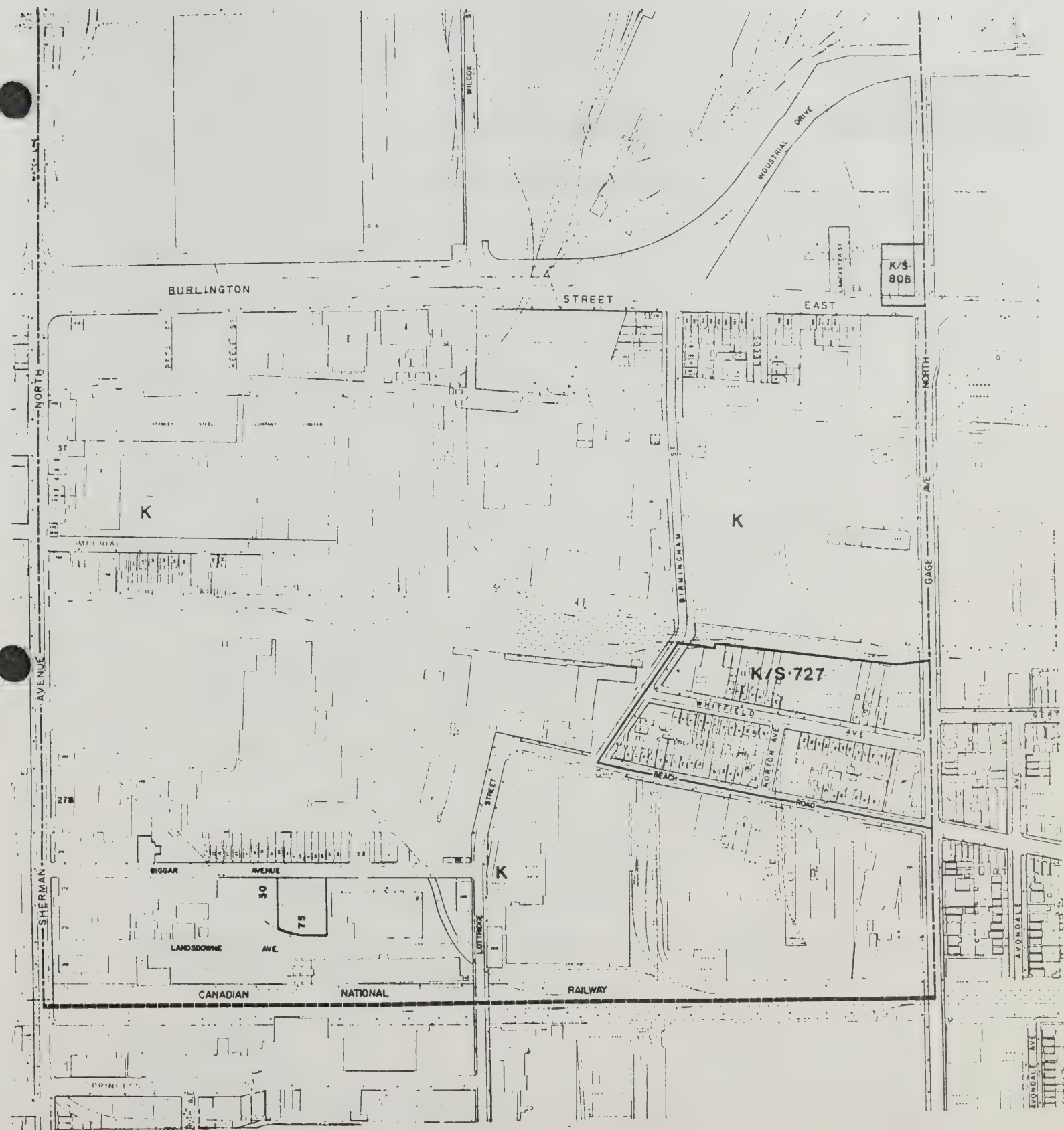
BACKGROUND:

The Traffic Department has received a request from a representative of Bari Kitchen Cabinets, No. 63-65 Biggar Avenue, that unrestricted parking be provided in front of their business for their employees.

Biggar has a 30 foot pavement width, and presently, parking is prohibited on both sides of the street except for a 607 foot "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of the street in the middle of the block.

An investigation has revealed that the street is heavily parked during the day. Our records indicate that there has only been six permits sold to residents in this area. Thus, parking in this area is primarily that of short-term non-residents and reducing the number of spaces in the time limit regulation should not create any parking difficulties for area residents. Therefore, the Traffic Department concurs with the request.

MT/CVB/kg



	81	80
70	71	72
48	128	35

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON
**INDUSTRIAL SECTOR
ZONING**

2(BX)(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

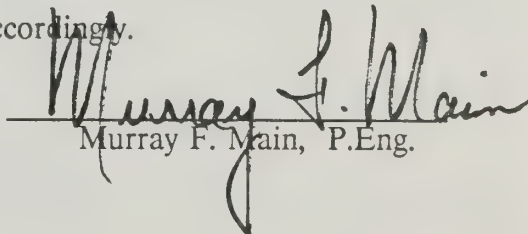
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 15 Foster Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-71-94]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the north side of Foster Street commencing at a point 180 feet west of Ferguson Avenue South and extending to a point 25 feet westerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



Murray F. Main, P.Eng.

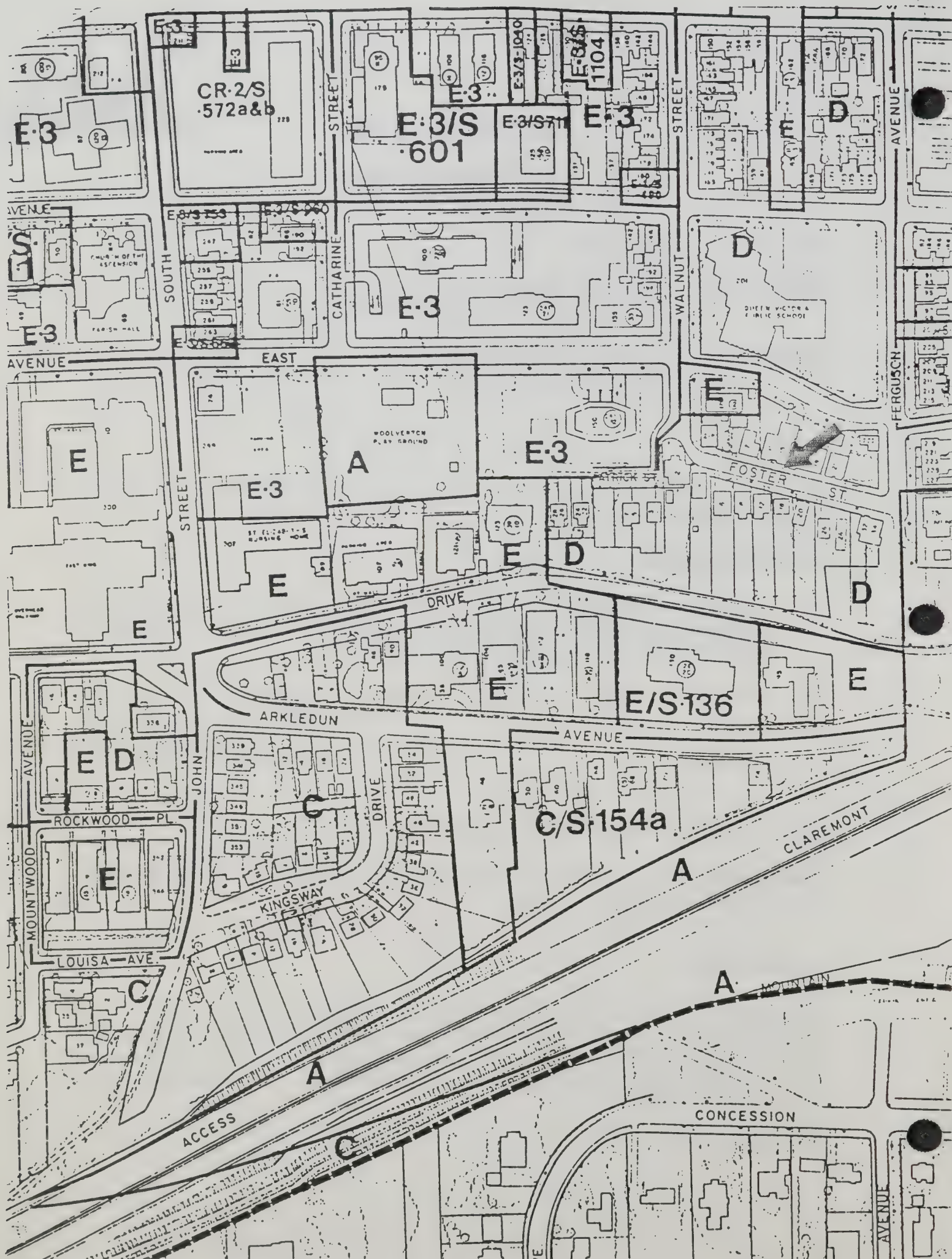
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of removing the signs.

BACKGROUND:

In February 1993, the City Council approved a request from Mrs. Kathleen Diletti, No. 15 Foster Street, that a reserved "Permit Parking" space be implemented in front of her home since she is disabled. However, Mrs. Diletti recently requested that the existing reserved "Permit Parking" space be removed since she has now moved. The Traffic Department concurs with the request.


MT/MH/kg



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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

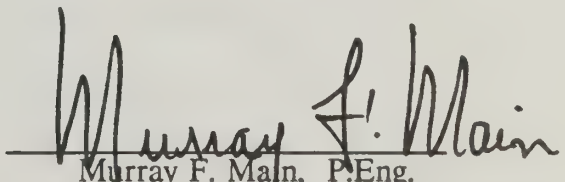
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 203 Jackson Street East - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-72-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Jackson Street East commencing at a point 201 feet east of Ferguson Avenue South and extending to a point 20 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Aurthor S. Hill, No. 203 Jackson Street East; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

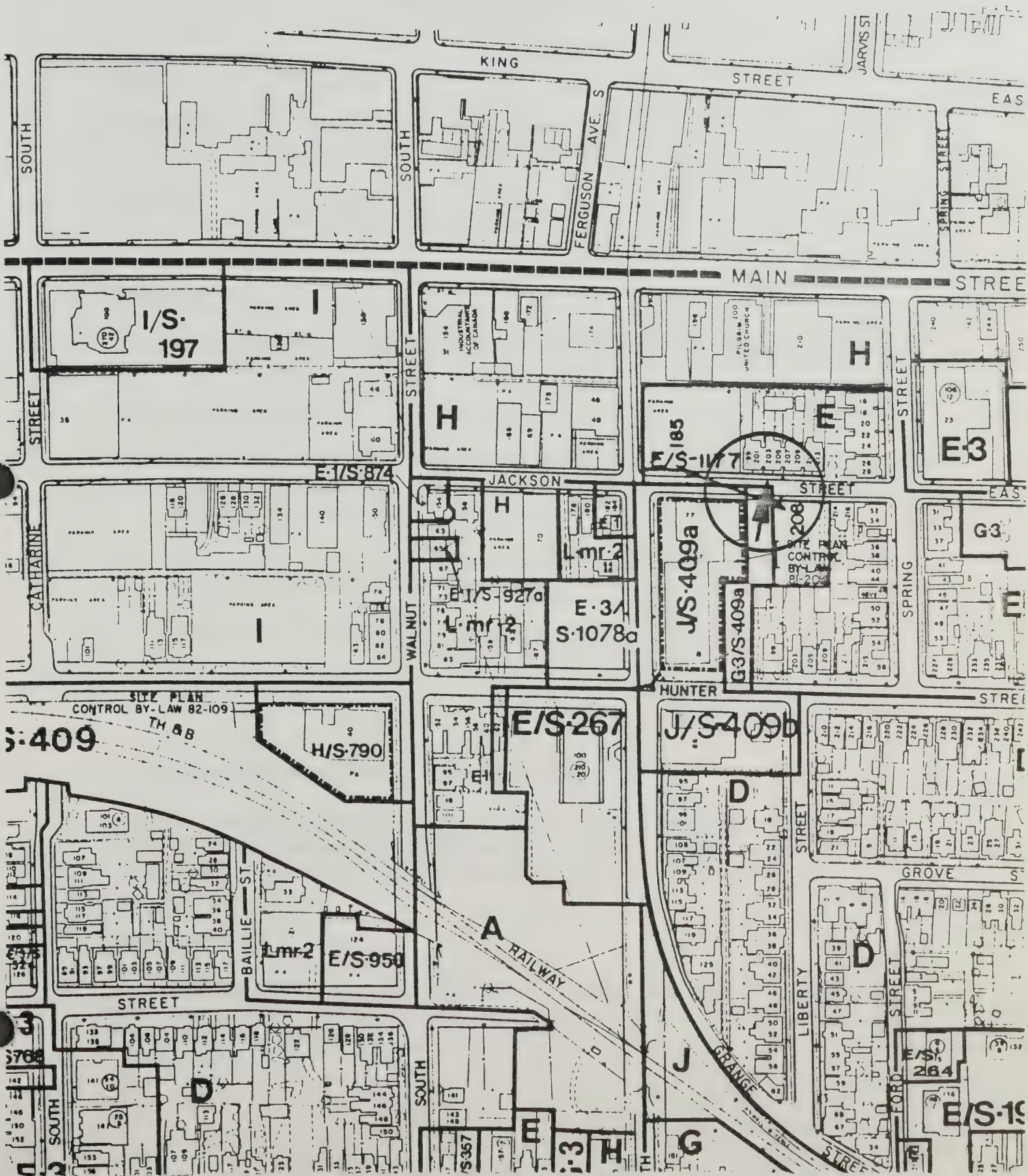
BACKGROUND:

The Traffic Department received a request from Aurthor S. Hill, No. 203 Jackson Street East, that a reserved "Permit Parking" space be designated on the north side of Jackson Street East in front of his home since he is disabled.

Jackson has a 27 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side and a "No Parking" regulation on the south side of the street in this area. Staff has contacted Mrs. Karen Martin, No. 205 Jackson Street East, and she has stated that she supports the erection of a portion of the requested regulation in front of her property.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Aurthor S. Hill possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT
MT/MH/kg



2(Blix)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 April 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

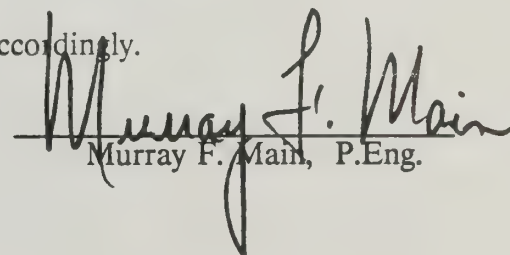
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 287 Paling Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-75-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 554 feet south of Barton Street East and extending to a point 21 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to June Furler, No. 287 Paling Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

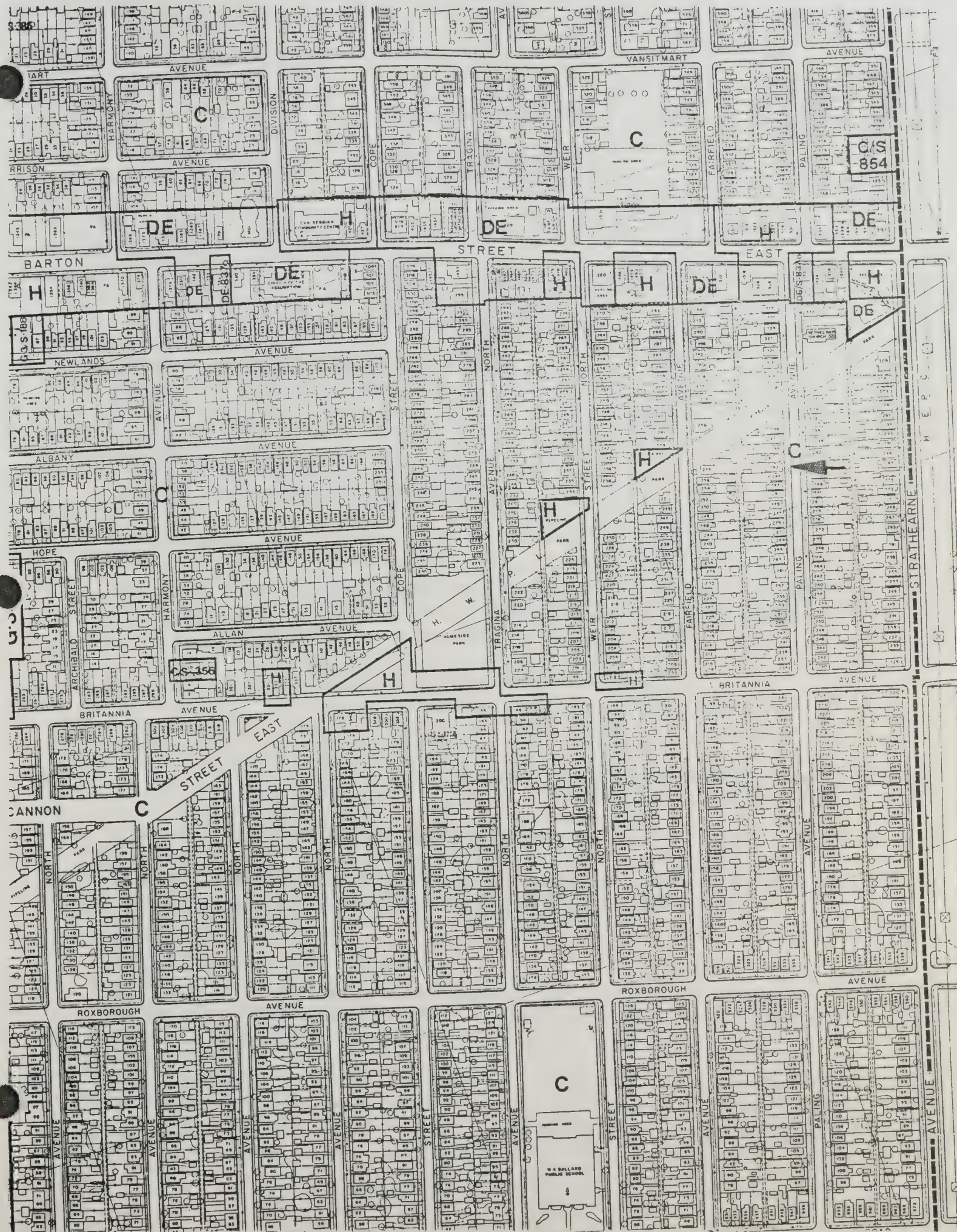
BACKGROUND:

The Traffic Department has received a request from June Furler, No. 287 Paling Avenue, that a reserved "Permit Parking" space be designated on the west side of Paling Avenue in front of her home since she is disabled.

Paling has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. Attempts to contact a resident across the street for permission to establish a space in front of their property have been unsuccessful. The applicant has advised that establishing a space in front of her home only would be acceptable to her since loading and unloading can take place on her side of the street when parking is allowed on the opposite side.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that June Furler possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT/CVB/kg



2(BXiXf)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 06

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

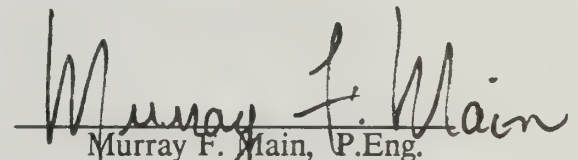
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Vola Court - Parking Regulations. [TEC-76-94]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the north and east sides of Vola Court commencing 128 feet west of Upper Wellington Street and extending to a point 108 feet northwesterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Nick Aquin, 55 Vola Court, that parking be prohibited on the inside of the curve adjacent to his home to facilitate traffic flow and improve visibility in the vicinity of this 90° turn in the roadway.

Vola has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The Traffic Department supports the removal of parking from the inside of 90° turns in the roadway such as this to facilitate two-way traffic

flow. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in the loss of approximately five legal on-street parking spaces for half of each month under the existing "Alternate Side Parking" regulation. However, since virtually all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.


CVB/ca



2(BXIX)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 12

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

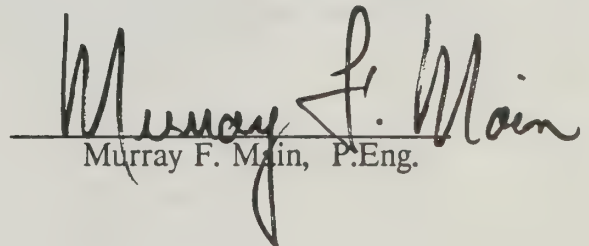
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Burton Street between Cheever Street and No. 162 Burton Street - Parking Regulations.
[TEC-77-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Burton Street commencing at Cheever Street and extending to a point 267 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue, upon request, one parking permit to each of the first eleven eligible applicants residing on the south side of Burton Street between Cheever and No. 162 Burton Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for \$132.00 in revenue each year from the sale of parking permits which would off-set the cost to some degree.

BACKGROUND:

The Traffic Department received a petition signed by representatives of eight of the 12 one, two and three family dwellings abutting the south side of Burton Street between Cheever Street and No. 162 Burton Street, requesting that a "Permit Parking" regulation be implemented on the south side of the street in this area. The Wentworth Tavern and a single family home abut the remainder of the block. All eight of the residents who signed the petition support the requested regulation. Staff has contacted four additional abutting property owners and two have advised that they oppose, one supports and one has no opinion regarding the requested regulation.

Burton Street has a 24 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street. There are residential properties on the south side and vacant land on the north side of the street in this area. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by patrons of the Wentworth Tavern on the southwest corner of the intersection of Burton and Wentworth.

An investigation has revealed that there are 11 legal on-street parking spaces on the south side of the street in this area. The abutting residents who signed the petition have advised that they require eight permits and three of the four additional residents which staff has contacted require one permit each for a total requirement of 11 permits.

The implementation of the requested regulation would prohibit non-resident parking and residents who abut the requested regulation would be entitled to purchase permits at a charge of \$12.00 per year to exempt their vehicles from the signed "Permit Parking" regulation. Therefore, since the demand for permits does not exceed the number of on-street parking spaces and since 75 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.

CD
MT/CVB/kg

SITE PLAN CONTROL
BY-LAW 82-08

SITE PLAN CONTROL
BY-LAW 82-08

K

MARS AVE

D/S-647 & 647b

FRANCIS ST

D/S-647b

H/S-647b

D/S-647 & 647b

KEITH ST

J/S-648

T.H. & A. RAILWAY
J/S-647
J/S-647b

H/S-647b

BURTON ST

D/S-647a

SHAW ST

J/S-647 & 647b

RAILWAY

BIRGE ST

ST

STREET

WENTWORTH

CLARK AVENUE

NORTH ST

EMERALD ST

DOUGLAS ST

CHEEVER ST

CLARK AVENUE
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VERISTAT PRODUCTS LTD

VERISTAT PRODUCTS LTD

VERISTAT PRODUCTS LTD

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2(BXiXh)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

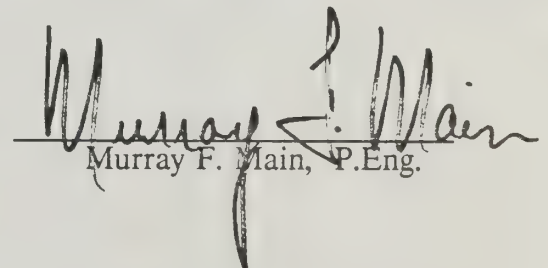
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 150 Market Street - Application for a Time Limit Exemption Permit. [TEC-79-94]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue a time limit exemption permit to Mr. Mariusz Zdanowski, No. 1002-150 Market Street.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the parking permit would generate a revenue of \$24.00 per year.

BACKGROUND:

The Traffic Department has received a request from Mr. Mariusz Zdanowski, No. 1002-150 Market Street, for a time limit exemption permit which would allow him to park his van beyond the signed parking time limit on Market Street since his vehicle will not fit through the garage doors of his apartment building.

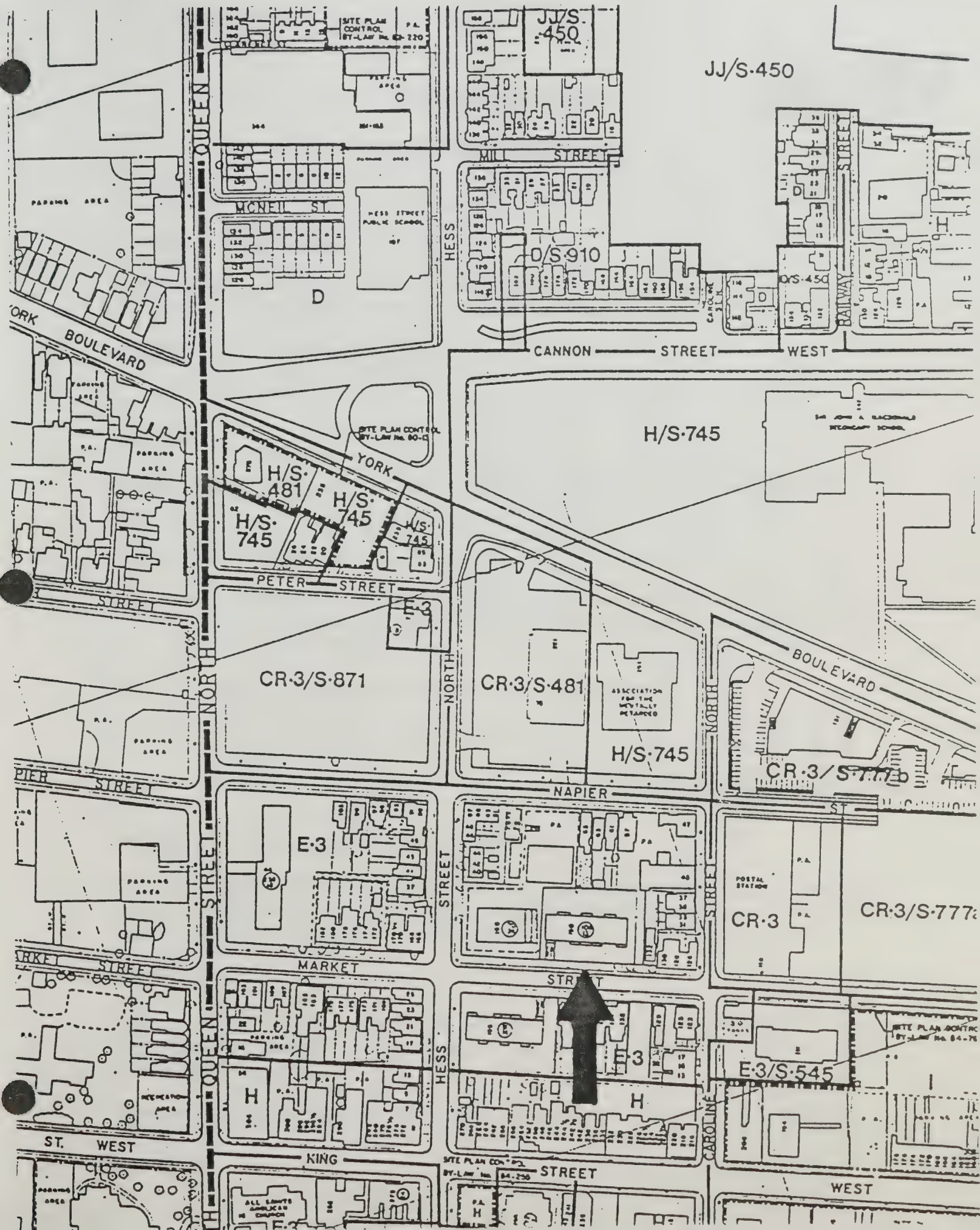
Past practice of the committee has established a policy that generally time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Market in this area consists generally of apartment buildings and single family homes.

Periodic observations reveal that the street is generally heavily parked during the day, but since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking or parking by residents without permits. Thus, the issuance of a time limit exemption permit to this resident should not create any problems for other area residents.

In the past, the committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas and has authorized the Director of Traffic Services to issue one permit to each of these applicants. Therefore, since the applicant's van will not fit into the underground parking facility at 150 Market Street, it would be appropriate to issue one time limit exemption permit to the applicant.

JAH

MT/CVB/kg



JJ/S-450

H/S-745

CR-3/S-871

CR-3/S-481

H/S-745

CR-3/S-777

CR-3

CR-3/S-777

E-3/S-545



2(BXiXi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 12

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

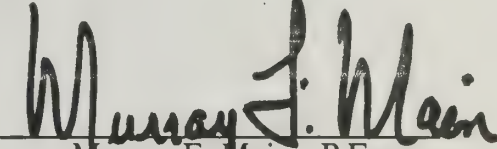
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 3rd Street between Richwill Road and South Bend Road West - Parking Regulations.
[TEC-80-94]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of West 3rd Street between Richwill Road and South Bend Road West; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Frank D'Amico recently polled the residents of West 3rd between Richwill and South Bend to determine what type of parking restrictions they would prefer to have implemented on their street.

West 3rd has a 28 foot pavement width, and presently, there is unrestricted parking on both

sides of the street in this block. The residents have expressed concern regarding long-term non-resident parking by Mohawk College students.

The following is a summary of Alderman Frank D'Amico's survey:

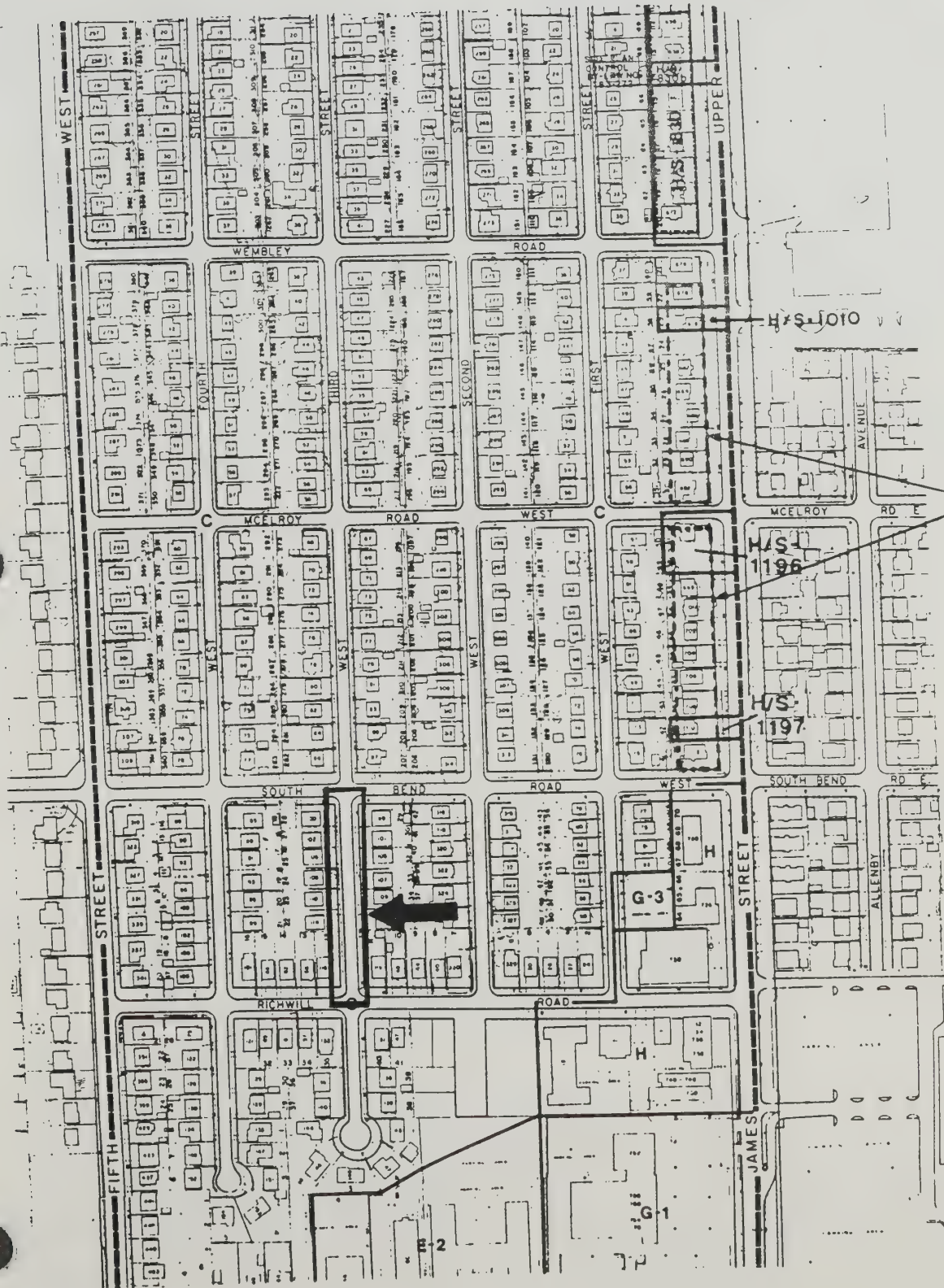
- 14 questionnaires sent out
- 10 returned (71 percent)
- 6 in favour of a "One Hour Parking Time Limit",
8:00 a.m. to 4:00 p.m. regulation on both sides of the street
- 1 in favour of a "Permit Parking" regulation
- 2 in favour of a time limit and Alternate Side Parking regulation
- 1 wanted a corner clearance only

The results of the poll indicate that 71 percent of the abutting residents responded, of the respondents, a majority would prefer to have a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation implemented on both sides of the street in this block. However, this represents only 43 percent of the total residents.

The recommendation of the Traffic Department is that the appropriate action would be the removal of parking from one side of the street, on a full-time or an alternative basis. However, the time limit parking requested by Alderman D'Amico would be perceived by many residents to be an improvement over the existing conditions, and the Department does not object to this regulation.

The implementation of the regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit.

^{ca}
CVB/MH/ca



26Xixj)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

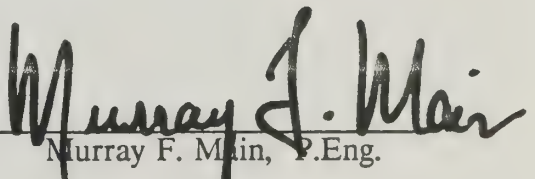
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Arthur Avenue North between King Street East and Wilson Street - Parking Regulations.
[TEC-81-94]

RECOMMENDATION:

- a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m. Monday to Saturday" regulation on both sides of Arthur Avenue North between King Street East and Wilson Street be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

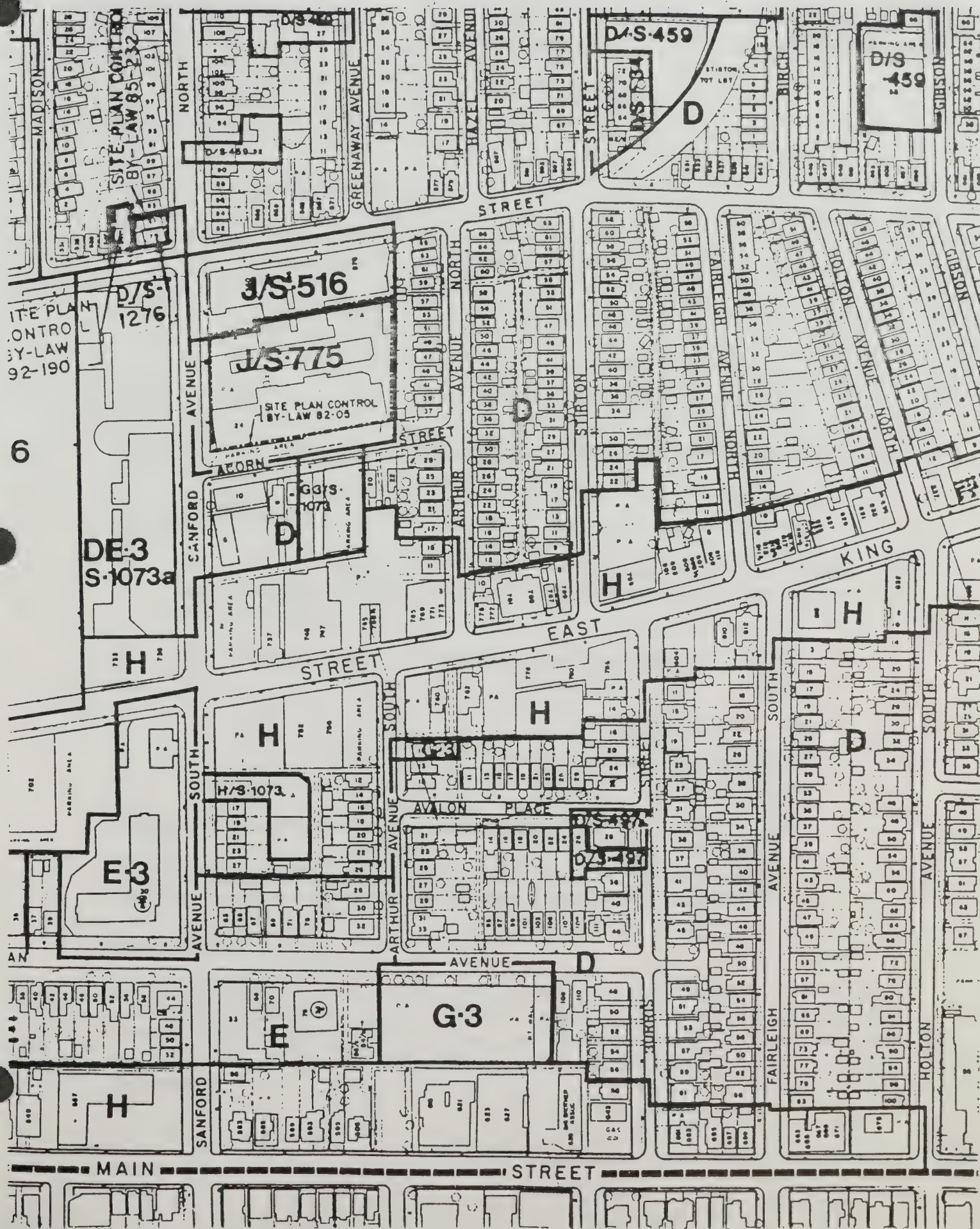
Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

Alderman Bernie Morelli recently forwarded a petition signed by representatives of 23 of the 45 one, two and three family dwellings abutting Arthur between King and Wilson, requesting that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation be removed from both sides of the street in this area. The Traffic Department has contacted an additional seven residents and all (including the petitioners) are in favour of removing the subject regulation.

Arthur has a 25 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Saturday" regulation in conjunction with an "Alternate Side Parking regulation on the street in this area. The existing three hour limit was implemented in 1980 and although records no longer indicate why, the residents have advised that it was due to long-term non-resident parking by H.S.R. and Wonderbread employees. Both of these businesses have since relocated, and therefore, since 67 percent of the abutting residents are in favour of removing the subject regulation, the Traffic Department concurs with the request.

CVB MH
CVB/MH/ca



26XIXK)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

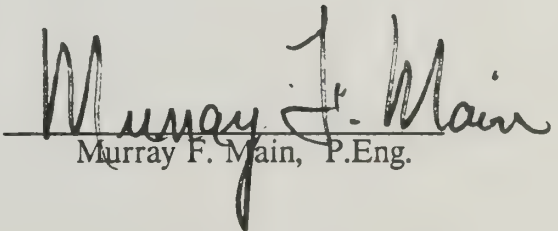
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West 35th Street between Bendamere Avenue and Leslie Avenue - Parking Regulations.
[TEC-83-94]

RECOMMENDATION:

- a) That a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of West 35th Street between Bendamere Avenue and Leslie Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 15 of the 19 residential properties abutting West 35th between Bendamere and Leslie, requesting that a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of the street in this block. All of the petitioners are in favour of the requested regulation.

West 35th has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation on both sides of the street in this block. The residents have expressed concern regarding difficulties they experience while attempting to enter/exit their driveways with vehicles parked on both sides of the street. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements. Therefore, since 79 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

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CVB/MH/ca



2(BXiX1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

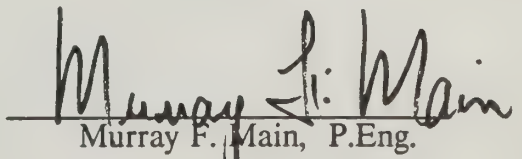
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Carrick Avenue, south of King Street East - Parking Regulations. [TEC-84-94]

RECOMMENDATION:

- a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Carrick Avenue commencing at King Street East and extending to a point 138 feet southerly therefrom and on the west side commencing at King Street East and extending to a point 127 feet southerly therefrom, be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of removing the subject signs.

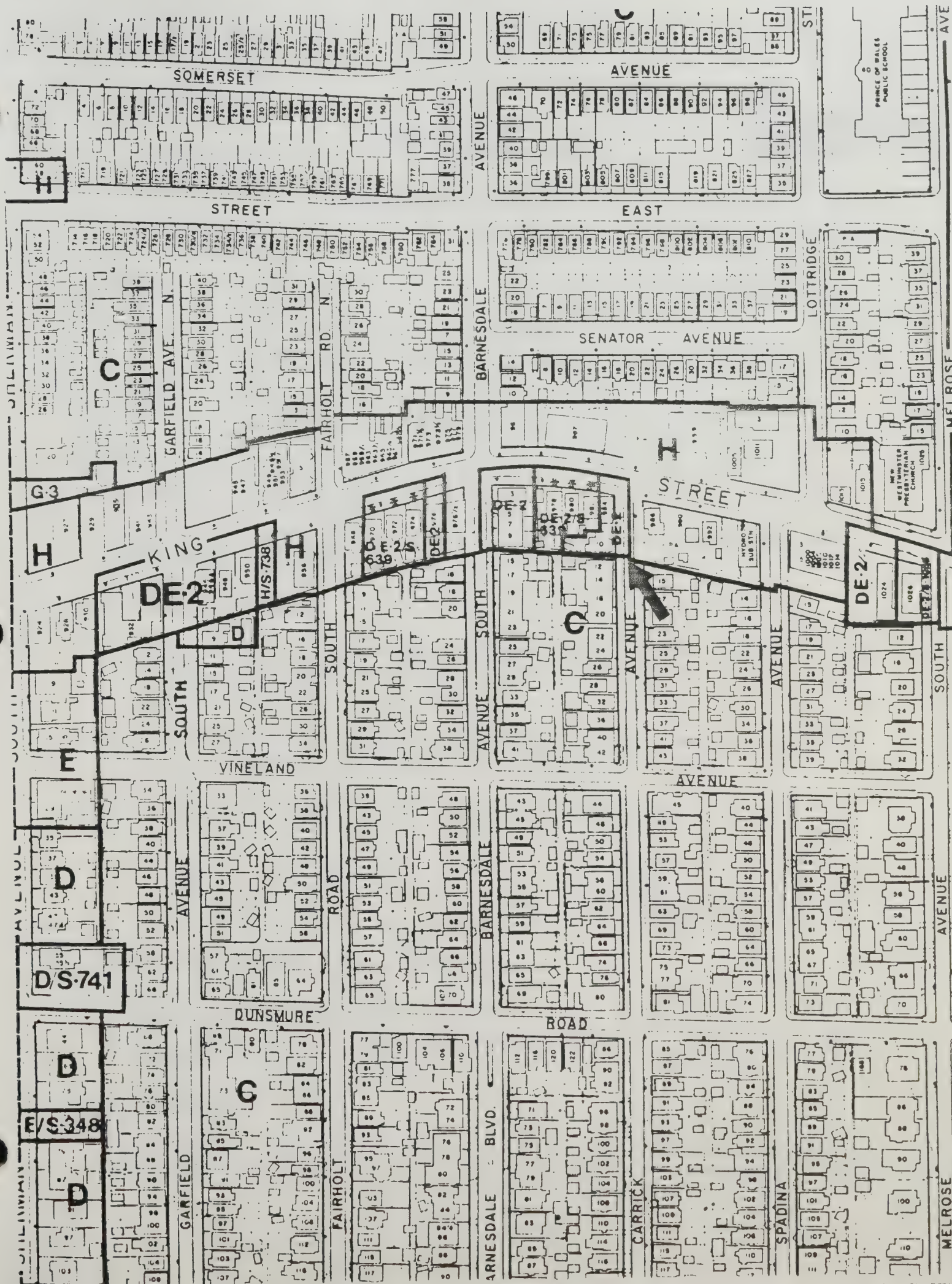
BACKGROUND:

The Traffic Department has received a petition requesting that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be removed from both sides of Carrick Avenue, south of King Street East. Although the regulation only extends to the alleyway located approximately 130 feet south of King, every resident on Carrick signed the petition in favour of removing the subject regulation. Staff has

investigated this matter and has the following report.

Carrick has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on Carrick between King and Vineland and a one hour parking time limit in the northerly portion of the block. The residents have expressed concern that the time limit regulation forces patients of a nearby medical centre to park further down the block where there is unrestricted parking. The residents also stated they did not want to extend the existing one hour limit to Vineland since many could not afford the fee for parking permits. Therefore, since 100 percent of the abutting residents are in favour of removing the time limit regulation, the Traffic Department concurs with the request.

CVB MH
CVB/MH/ca



2(BXiXm)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

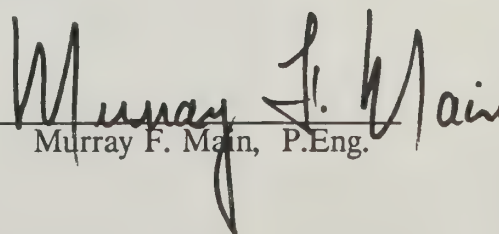
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 154 Caroline Street South - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-86-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Caroline Street South commencing at a point 126 feet south of Bold Street and extending to a point 18 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Peter Kavouras, 154 Caroline Street South; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

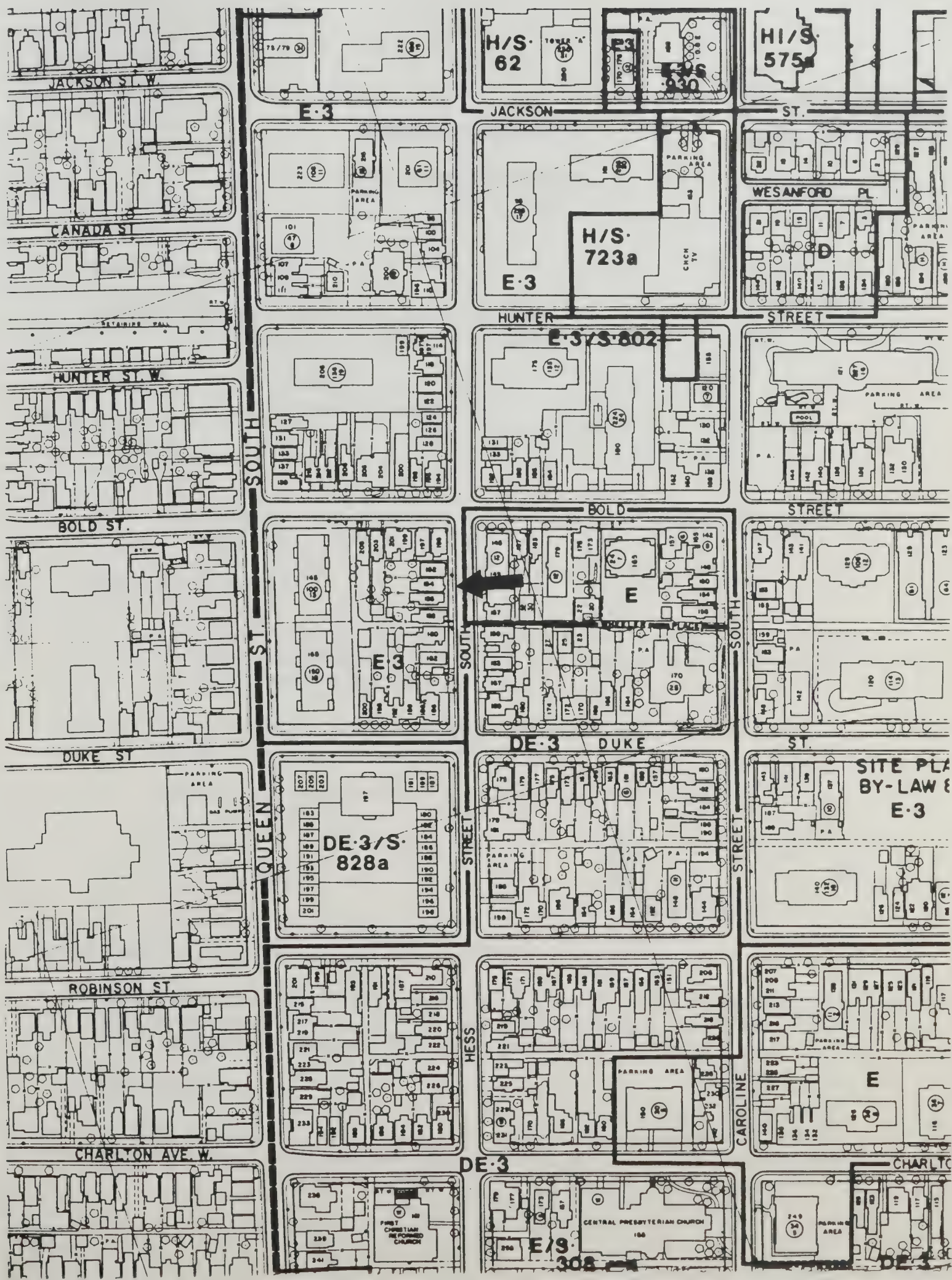
The Traffic Department received a request from Mr. Peter Kavouras, 154 Caroline Street South, that a reserved "Permit Parking" space be designated on the west side of the street

in front of his home since he is disabled.

Caroline Street South has a 30 foot pavement width, and presently, there is a "No Parking" regulation on the east side and a "One Hour Parking Time Limit, 8:00 a.m to 6:00 p.m., Monday to Saturday" regulation on the west side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Kavouras possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


CVB/MH/ca



2(BXiXn)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

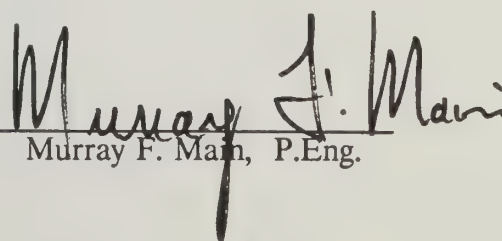
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 75 Leeming Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-87-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 66 feet south of Wright Avenue and extending to a point 18 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Judy Simpkins, 75 Leeming Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

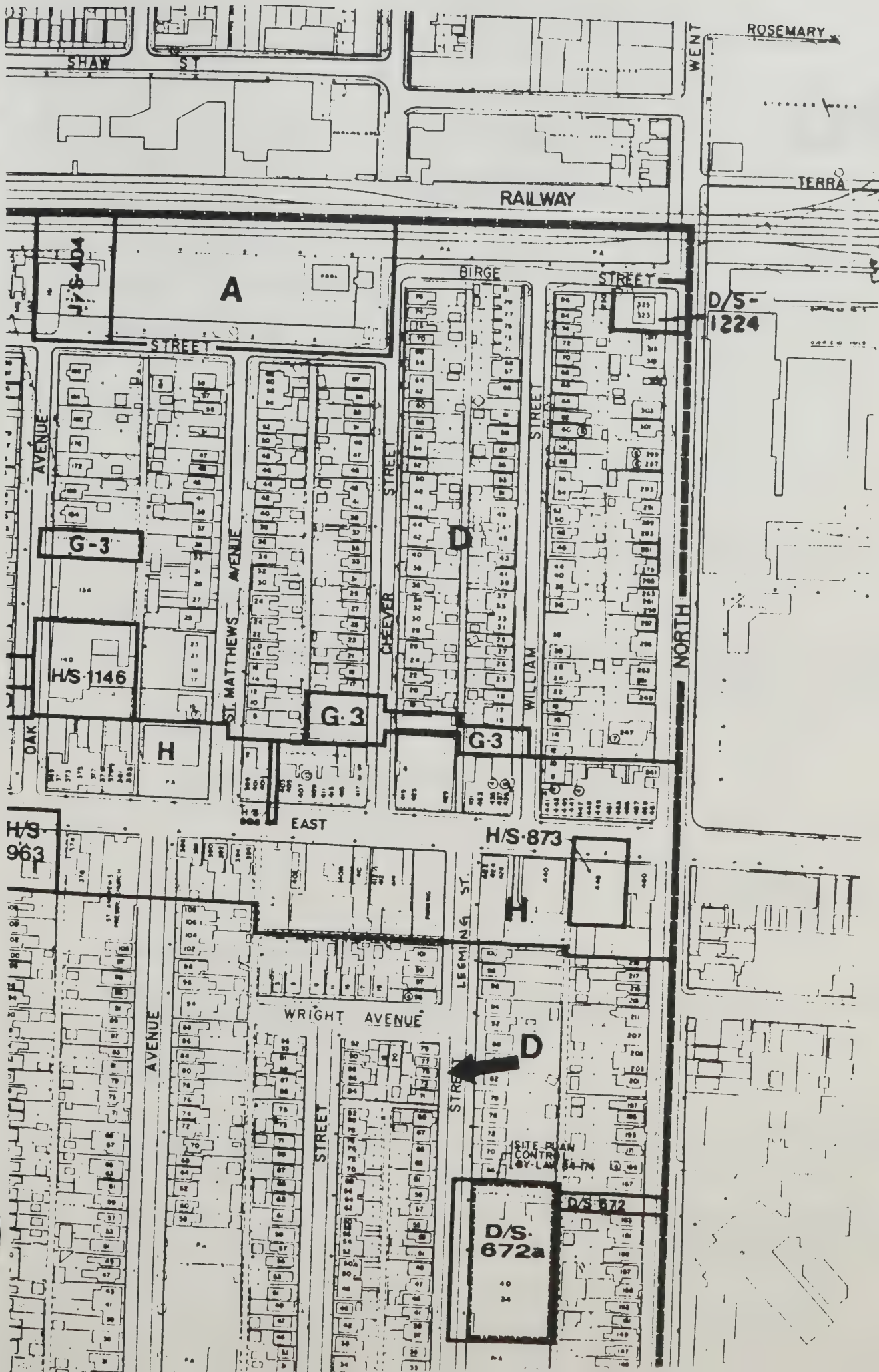
The Traffic Department received a request from Ms. Judy Simpkins, 75 Leeming Street, that a reserved "Permit Parking" space be designated on the west side of the street in front of

her home since she is disabled.

Leeming Street has a 26 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Ms. Simpkins has advised that she does not want to inconvenience any residents on the east side of the street. Loading and unloading can occur on Mrs. Simpkins's side of the street when parking is allowed on the opposite side.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Simpkins possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

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CVB/MH/ca



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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 April 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

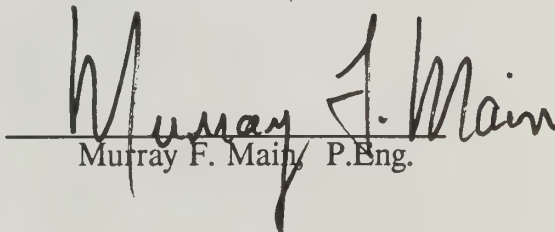
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 664 Upper Wentworth Street - Request for a Wheelchair Loading Zone. [TEC-88-94]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 11:00 p.m, seven days a week" regulation be implemented on the north side of Vickers Road commencing at a point 86 feet west of Upper Wentworth Street and extending to a point 30 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

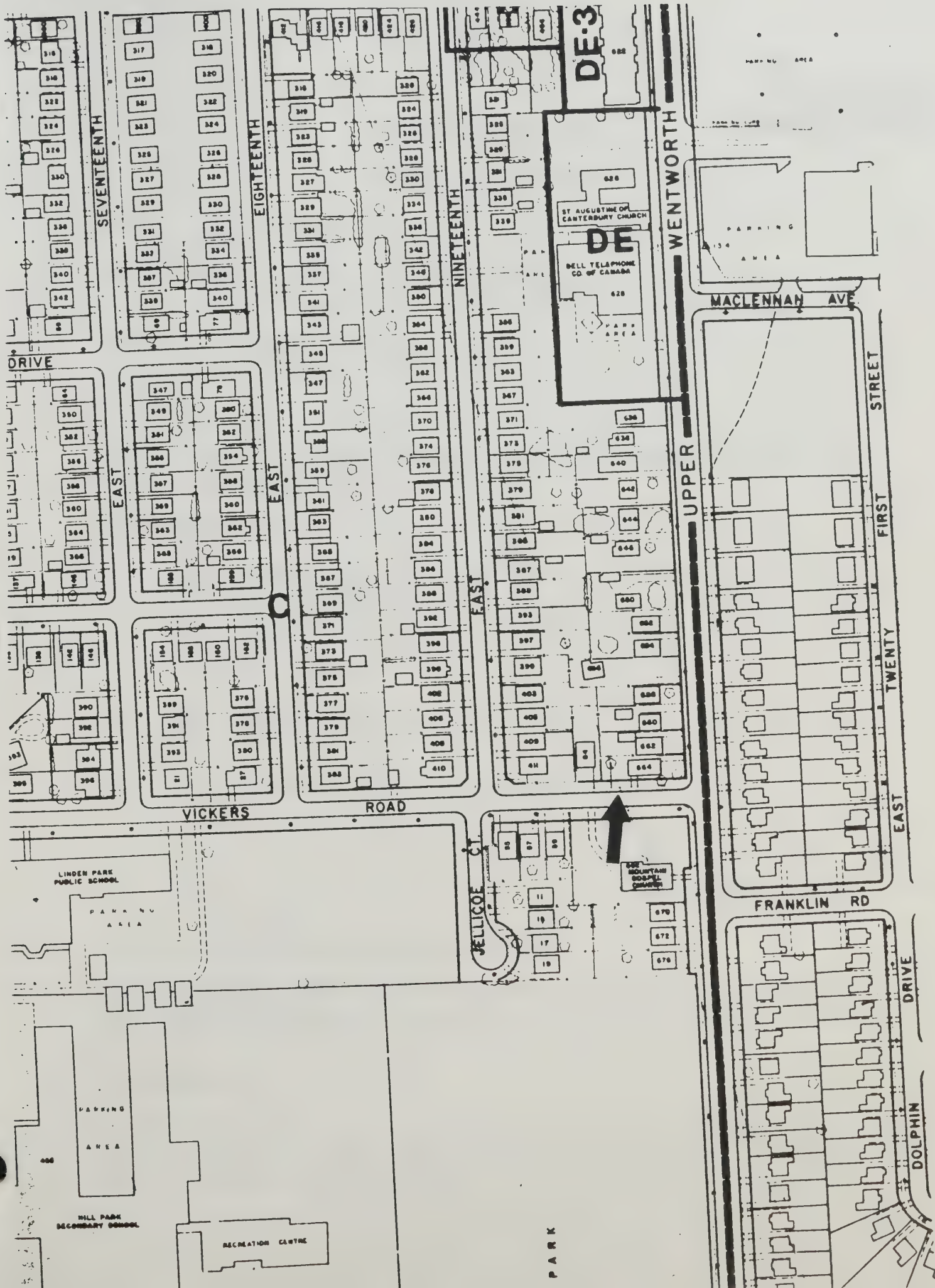
BACKGROUND:

The Traffic Department has received a request from Mr. Bill Hill, 664 Upper Wentworth Street that a wheelchair loading zone be implemented on the north side of Vickers Road adjacent to his home since he is disabled and requires the use of Darts vehicles.

Vickers Road has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted parking on the north side of the street in this area. The

implementation of the requested regulation will result in the loss of one legal on-street parking space immediately adjacent to this property. However, since virtually all homes have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

CVB MH
CVB/MH/ca



2(BXiXp)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 April 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

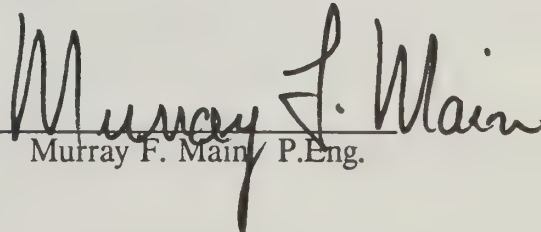
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 164 McAnulty Boulevard - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-89-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of McAnulty Boulevard commencing at a point 38 feet east of the east curb line of Benson Avenue and extending to a point 25 feet easterly therefrom, and on the north side commencing at a point 95 feet east of Benson Avenue and extending to a point 23 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Roy Blore, No. 164 McAnulty Boulevard; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main/ P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1993 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department received a request from Mr. Roy Blore, 164 McAnulty Boulevard, that a reserved "Permit Parking" space be designated on both sides of street in front of and across from his home since he is disabled.

McAnulty Boulevard has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. The resident at No. 145 McAnulty Boulevard has agreed to allow the necessary signs to be erected in front of his home for Mr. Blore.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Blore possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

CVB
CVB/MH/ca

2(BX119)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

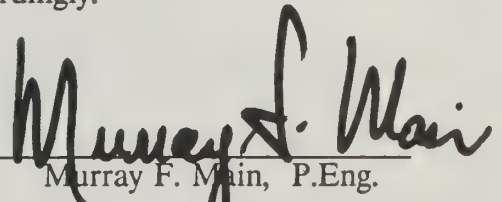
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Ferguson Avenue North between Kelly Street and Wilson Street - Parking Regulations. [TEC-91-94]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Ferguson Avenue North between Kelly Street and Wilson Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for parking permits will off-set the cost to some degree.

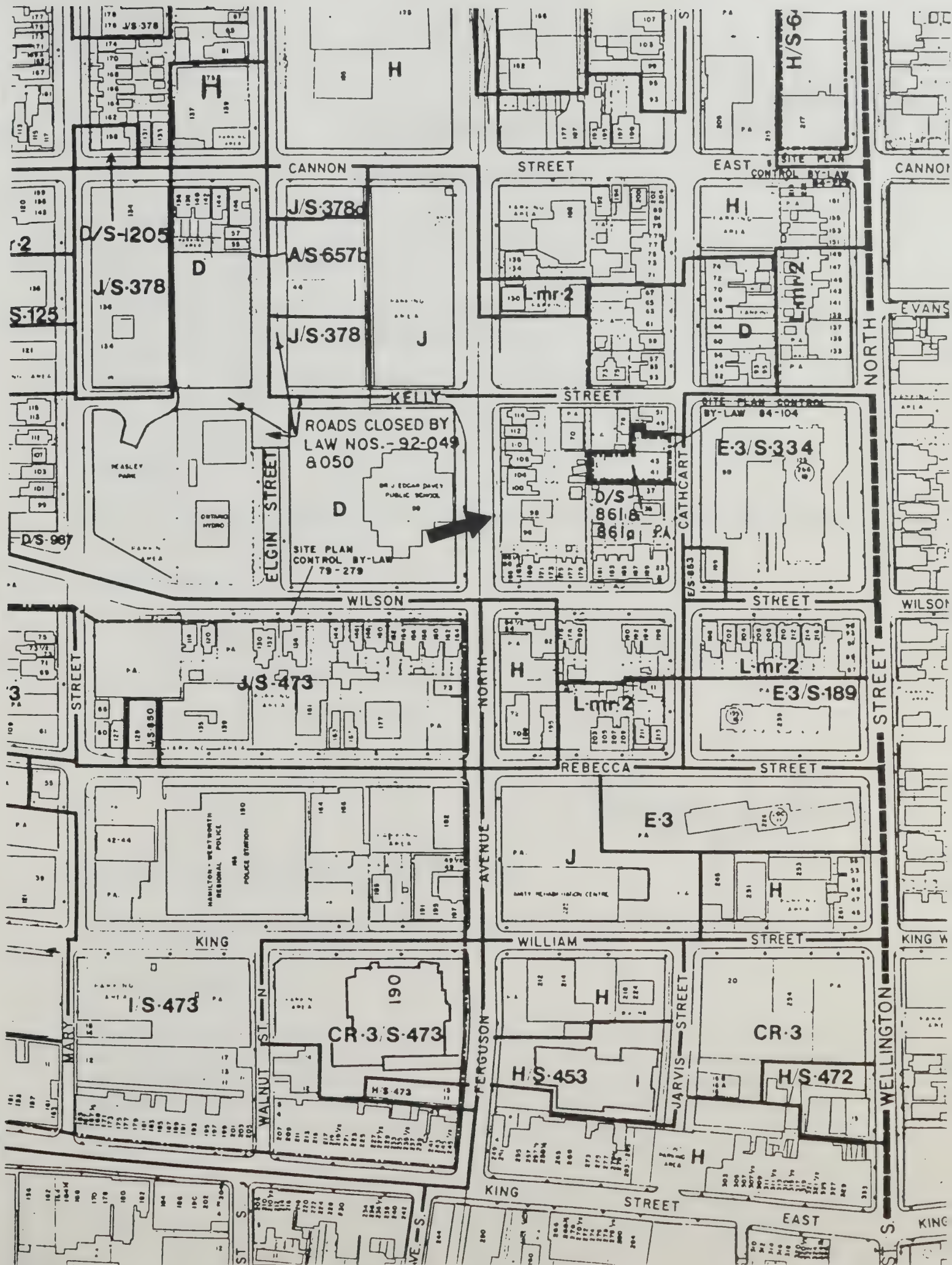
BACKGROUND:

The Traffic Department has received a petition signed by representatives of seven of the ten one, two and three family dwellings abutting Ferguson between Kelly and Wilson, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of the street in the block. All seven residents who signed

the petition are in favour of the requested regulation.

Ferguson has a 44 foot pavement width, and presently, there is a "No Stopping" regulation on the west side and a "No Parking" regulation on the east side except for a "No Stopping" signal clearance, north of Wilson. The "No Parking" regulation was required to prevent parking too close to the railway tracks. However, since the railway tracks have been removed in this area, the "No Parking" regulation is no longer required. The residents have expressed concern regarding a lack of available on-street parking for residents and their visitors. The implementation of the requested regulation would allow short-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicle from the signed time limit regulation. Therefore, since 70 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB/MH/ca



2(B)(i)(r)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 April 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

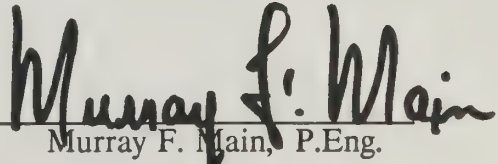
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Green Meadow Road between Everton Avenue and Queensdale Avenue East - Parking Regulations. [TEC-92-94]

RECOMMENDATION:

- a) That the existing "One Hour Parking Time Limit, 9:00 a.m. to 2:00 p.m., Monday to Friday" regulation on both sides of Green Meadow Road between Everton Avenue and Queensdale Avenue East, be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

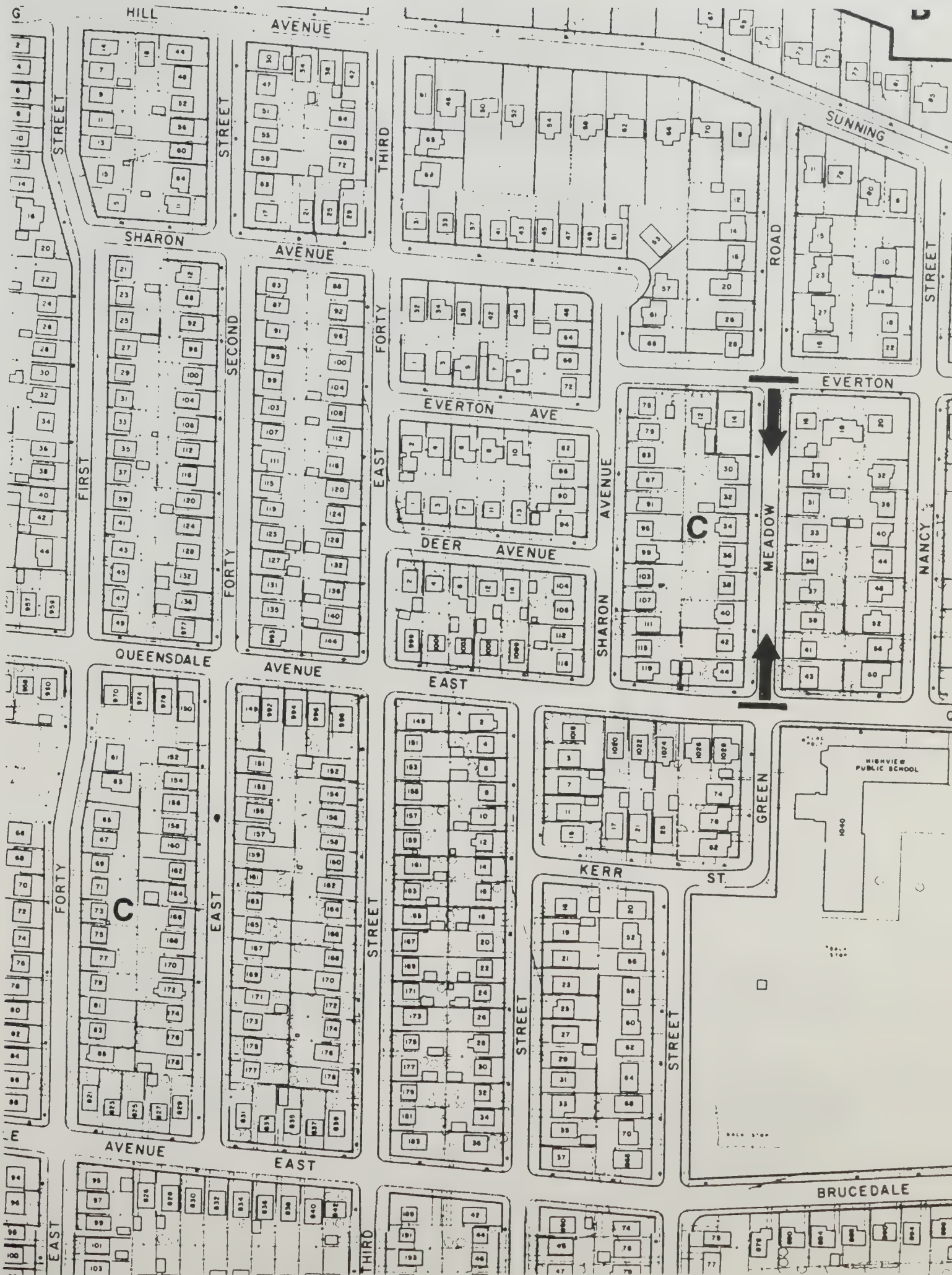
Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 14 of the 18 residential properties abutting Green Meadow between Everton and Queensdale, requesting that the existing "One Hour Parking Time Limit, 9:00 a.m. to 2:00 p.m., Monday to Friday" regulation be removed from both sides of the street in this block. All 14 residents who signed the petition are in favour of removing the subject regulation.

Green Meadow has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 9:00 a.m. to 2:00 p.m, Monday to Friday" regulation on both sides of the street in this block. The subject regulation was implemented in 1989 as a result of a sufficiently signed petition by residents who were concerned regarding long-term non-resident parking by students and staff from the Highview Campus of Mohawk College which has since been converted back to an elementary school. Therefore, since 78 percent of the abutting residents support the removal of the time limit regulation, the Traffic Department concurs with the request.

CVB MH
CVB/MH/ca



26Xixs)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 19

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

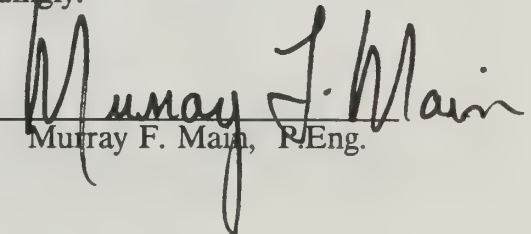
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Tisdale Street South between Main and King Streets - Parking Regulations [TEC-93-94]

RECOMMENDATION:

- (a) That a "No Parking 11:00 am - 3:00 pm, 3rd Tuesday of each month April to November" regulation be implemented on the east side of Tisdale Street South between Main and King Streets; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bernie Morelli asked the Traffic Department to review the parking regulations on Tisdale Street South in the block between Main and King Streets in order to determine if any regulations could be implemented to improve street cleaning operations on this section of street.

After reviewing the matter with the Public Works Department, it was concluded that a permanent part-time parking prohibition for four hours per month would allow Public Works to conduct street cleaning operations on a regular basis. Alderman Morelli has advised that he concurs with the recommendation.


MH/jd



106	69	70
10	95	48
31	125	124

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

LANDSDALE

ZONING

2(BXiX+)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

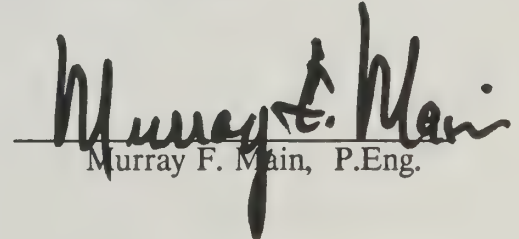
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Nos. 836 - 840 Concession Street - Request for a Time Limit Exemption Permit. [TEC-94-94]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue upon request one time limit exemption permit to each of the first six eligible applicants residing in the condominium complexes at 836 to 840 Concession Street, on a first come first serve basis.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for \$144.00 in revenue each year from the sale of parking permits to the residents of these buildings.

BACKGROUND:

The Traffic Department has received a request from Mrs. Rita Sharratt, 103-836 Concession Street, that time limit exemption permits be issued to residents of the condominium complex which would allow them to park beyond the signed time limit regulation on East 35th Street.

Past practice of the Committee has established a policy that generally, time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on East 35th in this area consists generally of single family homes.

Periodic observations reveal that the street is lightly parked during the day, and since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally non-resident short-term parking or parking by residents without permits. Thus, the issuance of six time limit exemption permits to residents of these buildings should not create any problems for other area residents.

An investigation has revealed that there are 24 dwelling units in the subject buildings and that there are only 18 off-street parking spaces available on the private property. Thus, there is a shortage of 12 off-street parking spaces in accordance with current Zoning By-law requirements. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. Therefore, it would be appropriate to issue six parking permits (one per dwelling unit).

CVB
CVB/MH/ca



2(BXiXu)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 22

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

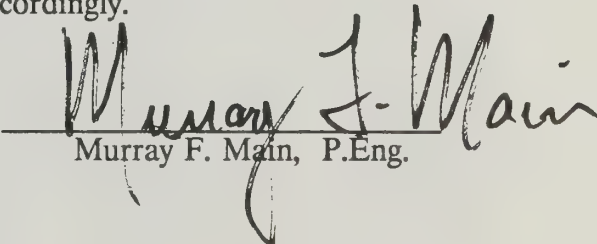
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 391 Strathearne Avenue - Request to remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-96-94]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the west side of Strathearne Avenue commencing at a point 183 feet south of the north end of the street and extending to a point 28 feet southerly therefrom, be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department received a request from Laurie Schiestel, 391 Strathearne Avenue, that the existing "Permit Parking" space be removed from the west side of Strathearne Avenue in front of her home since she is moving and no longer requires this regulation. The Traffic Department has investigated this matter and concurs with the request.

The removal of the subject "Permit Parking" regulation will restore one unrestricted parking space on the west side of the street in this area.

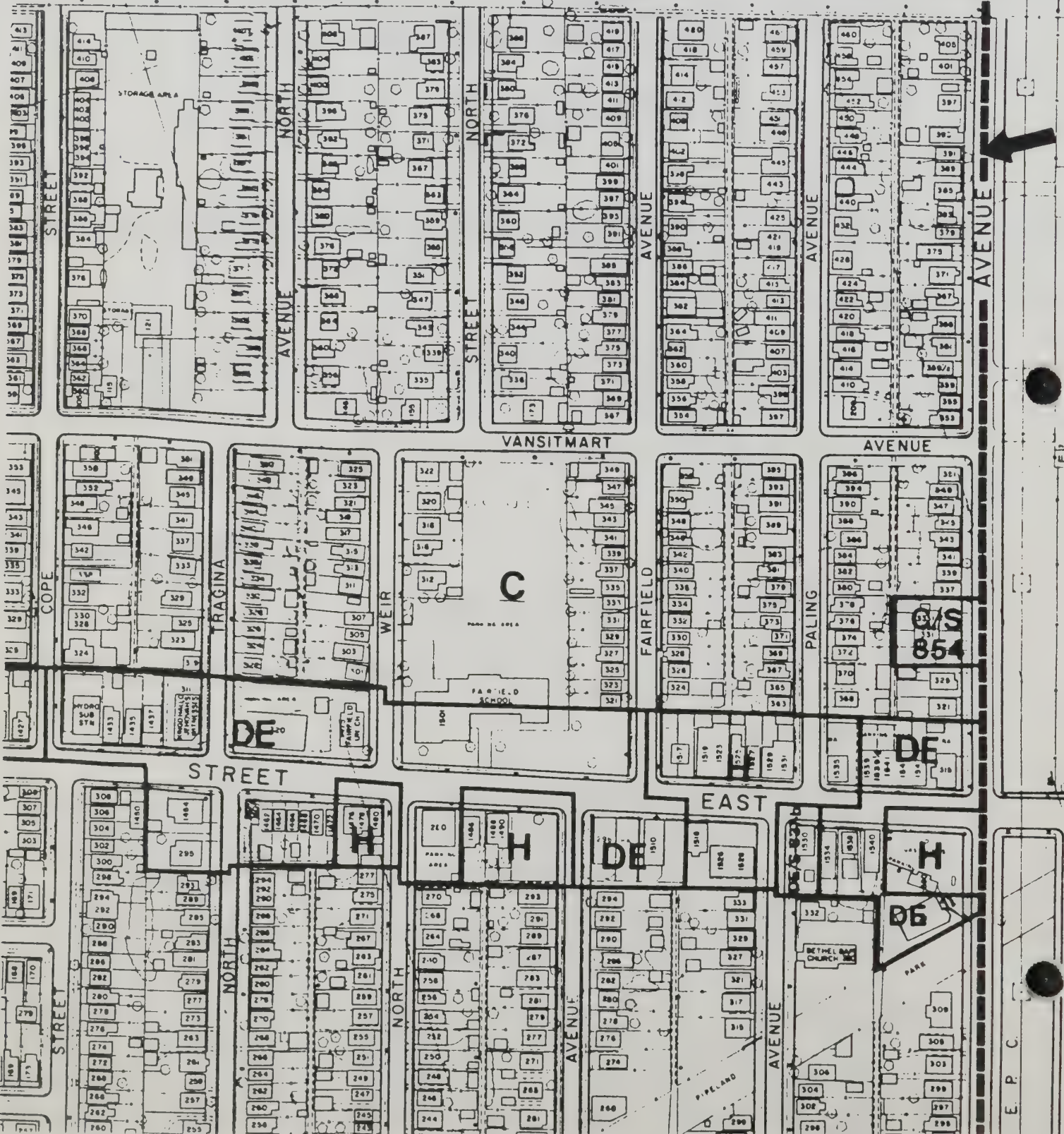

CVB/MH/ca

FREIGHT YARDS

DIAN

NATIONAL

RAILWAYS



2(BXii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

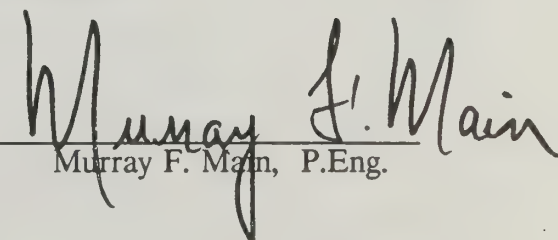
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Lower Horning Road and Harold Street - Intersection Control. [TEC-82-94]

RECOMMENDATION:

- a) That eastbound traffic on Harold Street be required to stop for northbound and southbound traffic on Lower Horning Road; and
- b) That the City Traffic By-law 89-72 be amending accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has advised of a request that stop control be implemented at the intersection of Lower Horning and Harold Street.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that eastbound traffic on Harold Street be required to stop for northbound and southbound traffic on Lower Horning Road.


CVB/MH/ca



A/S-3

CITY OF HAMILTON
-RECOMMENDATION-

26xi)

DATE: 1994 April 21
S704-42 M.J. Inrig
S726-165 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: 1994 Servicing Expenditures Related to Subdivisions (R-94-37)

RECOMMENDATION:

- a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in;

" DICENZO GARDENS - PHASE 4 ", Hamilton

City's Share \$ NIL

Owner's Share - \$ 40,567.00

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of " DiCenzo Gardens - Phase 4", Hamilton as well as and any other related documents for this Subdivision subject to the approval of the City Solicitor.
- iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

cont'd...

1994 Servicing Expenditures Related to Subdivisions (R-94-37)

Cont'd....

- iv) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.
- b i) That the submitted schedules of works be adopted for inclusion in the Modified Subdivision Agreement with the Owners for the estimated costs of services in;

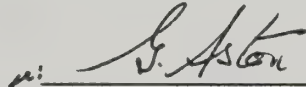
" SEVERANCE APPLICATIONS H-89-93 TO H-93-93 ", Hamilton

City's Share \$1,265.00

Owner's Share - \$37,786.00

and that the Finance and administration Committee recommend the method of financing the City's Share.

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement with the Owners of " Severance Applications H-89-93 to H-93-93", Hamilton as well as and any other related documents for this development subject to the approval of the City Solicitor.



E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

" DICENZO GARDENS - PHASE 4 ", Hamilton

There are no financial costs to the City associated with this development.

" SEVERANCE APPLICATIONS H-89-93 TO H-93-93 ", Hamilton

One condition of the above-noted severance applications requires the owner to enter into a Modified Subdivision Agreement with the City of Hamilton. A portion of the developers lands are adjacent to Trenholme Park in the Trenholme Neighbourhood. In accordance with the current City cost sharing policies the City's share to be approved at this time is \$1,265.00 and is associated with the proposed installation of a fence adjacent to Parkland. The City's Share (\$1,265.00) is non-recoverable.

cont'd...

Page 3-
1994 April 21

1994 Servicing Expenditures Related to Subdivisions (R-94-37)

Cont'd....

BACKGROUND:

" DICENZO GARDENS - PHASE 4 ", Hamilton

On 1986 July 22, City Council in adopting Item 10 of the Planning and Development Committee Report 15-86 approved the proposed draft plan for " DiCenzo Gardens " subdivision under the condition that the Owner (DiCenzo Construction Company Limited) enter into a subdivision agreement with the City of Hamilton. " DiCenzo Gardens - Phase 4 " is a smaller phase of the original approved draft plan.

The development of " DiCenzo Gardens - Phase 4 " will result in the creation of eight (8) single family residential lots along the west side of Upper Wellington Street. An estimate of costs has been prepared and it has been determined that there will be no City share for this development. As the lands of " DiCenzo Gardens - Phase 4 " are located on a Regional road, the Owner is merely required to install sidewalk, driveway approaches and restoration, including sodding of the roadway boulevard.

The lands of " DiCenzo Gardens - Phase 4 " are located on the west side of Upper Wellington Street, south of DiCenzo Drive in the Ryckman's Planning Neighbourhood.

" SEVERANCE APPLICATIONS H-89-93 TO H-93-93 ", Hamilton

Squiresgate Enterprises and 583144 Ontario Limited, owners, of the above-noted severance applications have applied to the Land Division Committee and have been granted approval for severance subject to certain conditions. One condition requires the owners to enter into a Modified Subdivision Agreement with the City. A portion of the owners property to be included under the Modified Subdivision abuts Trenholme Park in the Trenholme Neighbourhood. Under the current policies, fencing is required to be constructed between the developers lands and Parkland. The City will cost share 50% of the cost of the installation of a 1.5 metre high chain link fence adjacent to Parkland. The City' share \$1,265.00, for the installation of the fence is non-recoverable.

These severance applications are located on the wet side of Upper Kenilworth Avenue south of Limeridge Road East

11/ MJ1/PS: 

cc: A. C. Ross, City Treasury Department
cc: Councillor D. Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee

1994 SUBDIVISION EXPENDITURE SUMMARY

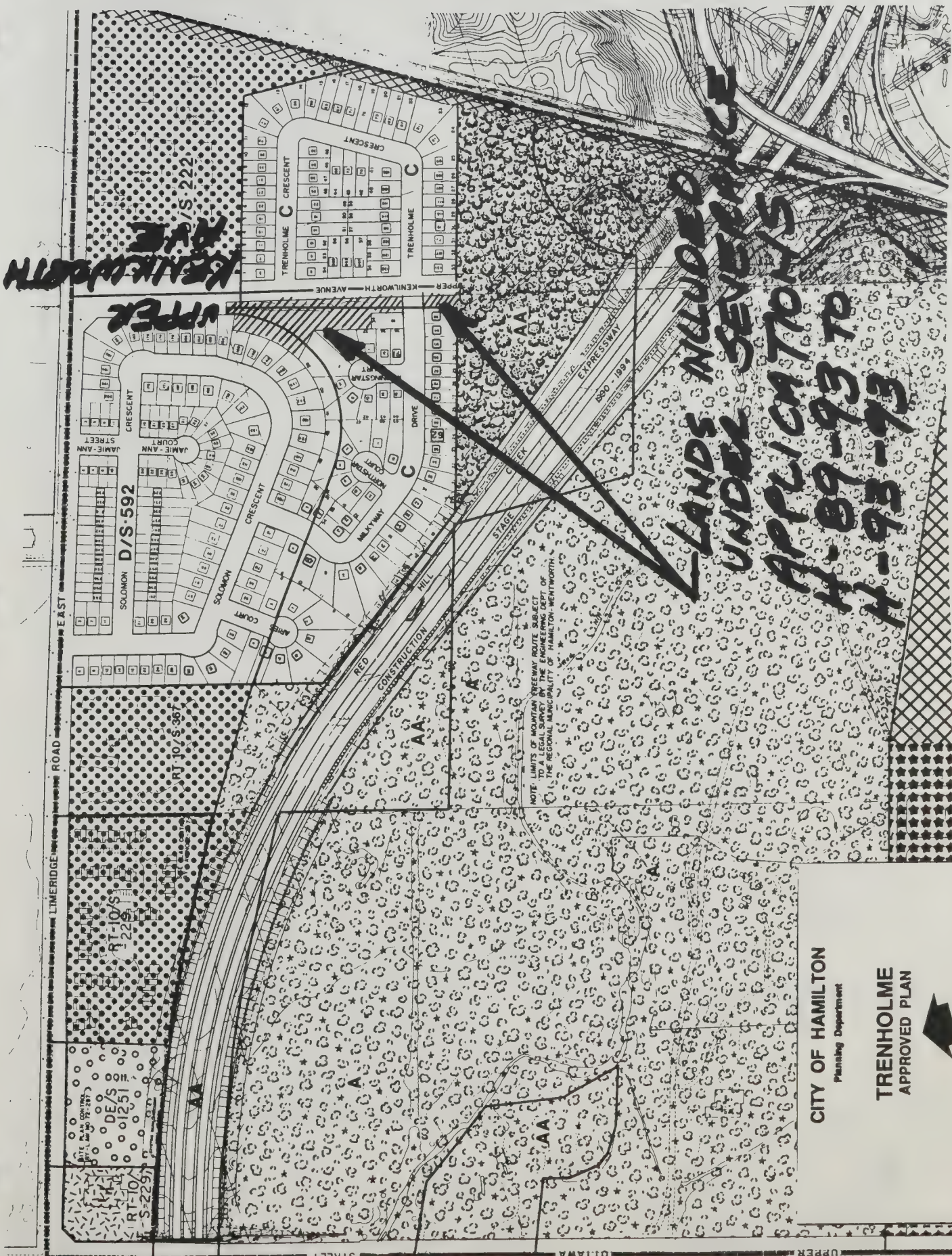
CITY'S SHARE OF EXPENDITURES

Name of:

- SUBDIVISION
- DEVELOPER
- CONSULTANT
- SURVEYOR

# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
8 Lots Hamilton	P&D 15-86 ITEM 10 COUNCIL 86-07-22	Catch Basins & Connections Curbs & Sidewalks Finished Roads Fencing Dead End Barricade Street Lighting Seeding/Sodding Sewers & Watermain	\$0.00 \$0.00 \$0.00 0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00 \$0.00 0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00	\$40,567.00	\$40,567.00
11 LOTS HAMILTON	LAND DIVISION	Catch Basins & Connections Curbs & Sidewalks Finished Roads Fencing Street Lighting	\$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00 \$1,265.00 \$0.00	\$1,265.00	\$37,786.00	\$39,051.00
TOTALS:			\$0.00	\$1,265.00	\$1,265.00	\$78,353.00	\$79,618.00

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



CITY OF HAMILTON
Planning Department

TRENHOLME
APPROVED PLAN



"KEY PLAN" - SEV. APP. H-89-93 TO H-93-93

1994 SUBDIVISION EXPENDITURE SUMMARY

Name of:

- SUBDIVISION
- DEVELOPER
- CONSULTANT
- SURVEYOR

CITY'S SHARE OF EXPENDITURES

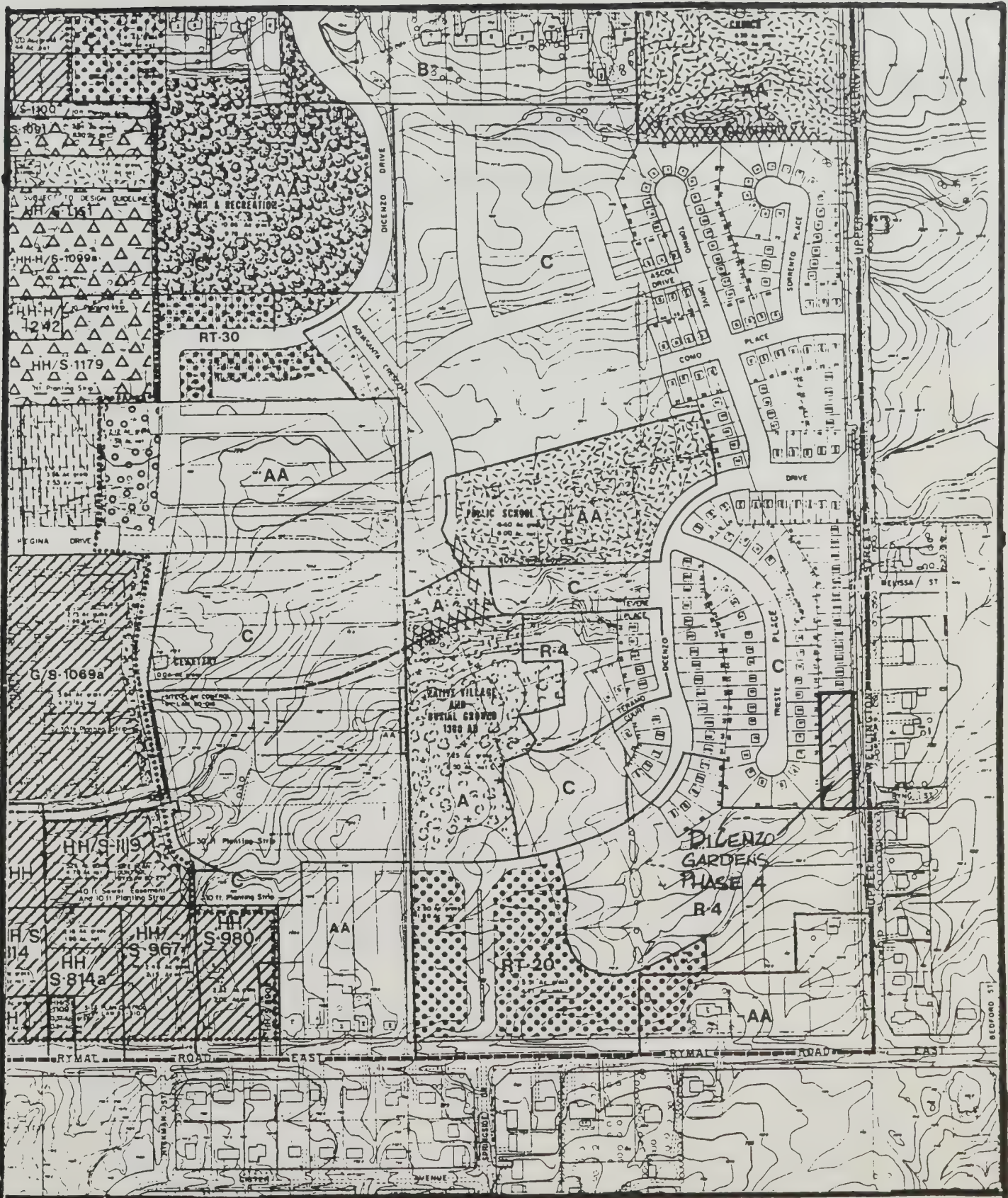
# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
8 Hamilton	P&D 15-86 ITEM 10 COUNCIL 86-07-22	Catch Basins & Connections Curbs & Sidewalks Finished Roads Fencing Dead End Barricade Street Lighting Seeding/Sodding Sewers & Watermain	\$0.00 \$0.00 \$0.00 0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00 \$0.00 \$0.00 0.00 \$0.00 \$0.00 \$0.00 \$0.00	\$0.00	\$40,567.00	\$40,567.00

DICENZO GARDENS - PH 4
DICENZO CONSTRUCTION
COMPANY LIMITED
A. J. CLARKE & ASSOCIATES LIMITED
A. J. CLARKE O.L.S.
FILE NO S704-42

TOTALS:

\$0.00	\$0.00	\$0.00	\$0.00	\$40,567.00	\$40,567.00
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- * OVERSIZING EXPENDITURES are Non-Recoverable
- * 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



KEY PLAN

RYCKMAN'S

NTS

APPROVED PLAN



2(c)(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 15
S715-27 Harvey Smith


REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Incorporating certain City lands into various City
Streets by By-Law. (R-94-34)

RECOMMENDATION:

- a) That the following City lands be incorporated into the streets noted:
- | | | |
|--------------------|-------------|----------------|
| Appleblossom Drive | Parts 5 & 6 | Plan 62R-11052 |
| Appleblossom Drive | Parts 4 & 5 | Plan 62R-12104 |
| Appleblossom Drive | Block 31 | Plan 62M-710 |
| Appleblossom Drive | Block 13 | Plan 62M-751 |
| Brigadoon Drive | Block 32 | Plan 62M-710 |
- b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.


E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Appleblossom Drive	Parts of Lot 17, Con. 7, in the geographic township of Barton, designated as Parts 5 & 6, Plan 62R-11052	N/A	To provide access from Lots 1 - 4, (both inclusive) Plan 62M-751 to Appleblossom Drive, Plan 62M-751	S715-27
Appleblossom Drive	Parts of Lot 17 and Parts of Road Allow- ance between Lots 16 & 17, Con. 7, in the geographic town- ship of Barton, designated as Parts 4 & 5, Plan 62R-12104	N/A	To provide access from Lots 1 - 6, (both inclusive) and Blocks 7 & 8, Plan 62M-756 to Appleblossom Drive, Plan 62M-751	S715-27
Appleblossom Drive	Block 31, Plan 62M-710	N/A	To provide access and hook-up between Appleblossom Drive, Plan 62M-710 and Appleblossom Drive Plan 62M-751	S715-27
Appleblossom Drive	Block 13, Plan 62M-751	N/A	To provide access and hook-up between Appleblossom Drive Plan 62M-751 and Appleblossom Drive, Plan 62M-753	S715-27

- Page 3 -
1994 April 15

BACKGROUND (cont'd):

SCHEDULE "A" (cont'd)

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Brigadoon Drive	Block 32, Plan 62M-710	N/A	To provide access and hook-up between Brigadoon Drive, Plan 62M-710 and Brigadoon Drive, Plan 62M-753	S715-27

cb:KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

TO INCORPORATE CITY LANDS
DESIGNATED AS PARTS 5 & 6, PLAN 62R-11052,
PARTS 4 & 5, PLAN 62R-12104,
BLOCK 31, PLAN 62M-710 & BLOCK 13, PLAN 62M-751
INTO APPLEBLOSSOM DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Appleblossom Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Appleblossom Drive.

Firstly: Parts of Lot 17, Concession 7, in the geographic township of Barton, designated as Parts 5 & 6, Plan 62R-11052.

Secondly: Parts of Lot 17 and Parts of the Road Allowance between Lots 16 & 17, Concession 7, in the geographic township of Barton, designated as Parts 4 & 5, Plan 62R-12104.

Thirdly: Block 31, Plan 62M-710.

Fourthly: Block 13, Plan 62M-751.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE CITY LANDS
DESIGNATED AS BLOCK 32, PLAN 62M-710
INTO BRIGADOON DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Brigadoon Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Brigadoon Drive.

Block 32, Plan 62M-710

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

2 (b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 21

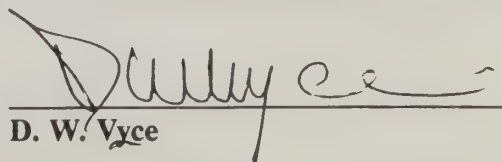
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase
596 Aberdeen Avenue, Hamilton
William P. Curtis and Elizabeth F. Curtis

RECOMMENDATION:

- a) That an Offer to Purchase, duly executed by the Purchasers, William P. Curtis and Elizabeth F. Curtis, on April 11, 1994 and scheduled to close on or before September 9, 1994, for the lands composed of Lot 11, Registered Plan 458 (Aberdeen Survey), shown as Parts 1, 2, 3 and 4 on Plan 62R-12948, having a frontage of 28.499 metres (93.50 feet) more or less, along the north side of Aberdeen Avenue, comprising an area of 433.88 square metres (4,670.43 square feet) more or less, known municipally as 596 Aberdeen Avenue, Hamilton, be approved and completed and the funds derived from this sale of \$10,000 be credited to Account No. CH 4X501 00102 (Sale of Property - Reserve for Property Purchases).
- b) That Part 4 on Plan 62R-12948 will be subject to a sewer easement in favour of the Regional Municipality of Hamilton-Wentworth.
- c) That the required deposit in the amount of \$1,000 be held by the City Treasurer pending Council approval.
- d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents in a form satisfactory to the City Solicitor.


D. W. Vyce

21 April 1994
Transport and Environment Committee
Page 2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The subject property is a vacant parcel of City lands valued at \$10,000 and is surplus to municipal requirements. The abutting owners, William P. Curtis and Elizabeth F. Curtis, wishes to purchase the subject lands in order to eliminate an existing building encroachment on these lands and to provide a driveway as a safe means of access to 594 Aberdeen Avenue.

These lands have been leased in the past for \$85 per year plus property tax (estimate for 1994 - \$417.48) to the abutting owners.

VDP/nw
Attach.

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys, Roads Department

(1.3.27)



<table border="1"> <tr> <td>135</td> <td>127</td> <td>21</td> </tr> <tr> <td>136</td> <td>82</td> <td>41</td> </tr> <tr> <td>26</td> <td>93</td> <td>41</td> </tr> </table> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>	135	127	21	136	82	41	26	93	41	<p>CITY OF HAMILTON</p> <p>KIRKENDALL NORTH</p> <p>ZONING</p>
135	127	21								
136	82	41								
26	93	41								
<p>Neighbourhood Boundary</p> <p>Zoning Boundary</p>	<p>0 50m 100m</p> <p>SCALE</p>									
<p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton West</p>	<p>PLANNING DEPT NO 6803</p> <p>JUNE 1988</p> <p>PAGE NO 92</p>									

OFFER TO PURCHASE

I/We WILLIAM P. CURTIS AND ELIZABETH F. CURTIS of the City of Hamilton,
in the Regional Municipality of Hamilton-Wentworth,
hereinafter called the Purchaser,
hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being a triangular parcel of vacant land, being composed of Lot 11, Registered Plan 458 (Aberdeen Survey), shown as Parts 1, 2, 3 and 4 on Plan 62R-12948, having a frontage of 28.499 metres (93.50 feet), more or less, along the north side of Aberdeen Avenue, comprising an area of 433.88 square metres (4,670.43 square feet), more or less, known municipally as 596 Aberdeen Avenue, Hamilton. Part 4 on Plan 62R-12948 is subject to a sewer easement in favour of The Regional Municipality of Hamilton-Wentworth.

at the price of TEN THOUSAND----- DOLLARS (\$10,000.00)
of lawful money of Canada, payable as follows:-

- (a) A deposit of ONE THOUSAND----- DOLLARS (\$1,000.00)
by certified cheque payable to the Vendor.
- (b) The balance of the purchase price namely NINE THOUSAND----- DOLLARS (\$9,000.00)

with interest as hereinafter provided, and subject to adjustments, by certified cheque on the closing of this transaction.

Forming part of this Offer to Purchase are Schedule(s) A & B attached hereto.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 17th day of May 1994, by a letter mailed or delivered to the Purchaser at Turkstra, Mazza, Shinehoft, Mahailovich Associates, 15 Bold Street, Hamilton, Ontario L8P 1T3 Attention: Paul Mazza.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed on or before the 9th day of September, 1994.
8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.
10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.
11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.
12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.
13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at Hamilton this 11th day of APRIL 1994.
SIGNED, SEALED AND DELIVERED) W. P. Curtis (Seal)
in the presence of) WILLIAM P. CURTIS
) E. Curtis (Seal)
) ELIZABETH F. CURTIS
) _____ (Seal)
CA Martin
J Gordon

Name of Purchaser's Solicitor Mr. Paul Mazza

Turkstra, Mazza, Shinehoft, Mihailovich Associates

Address of Purchaser's Solicitor 15 Bold Street, Hamilton, Ontario L8P 1T3

SCHEDULE "A"

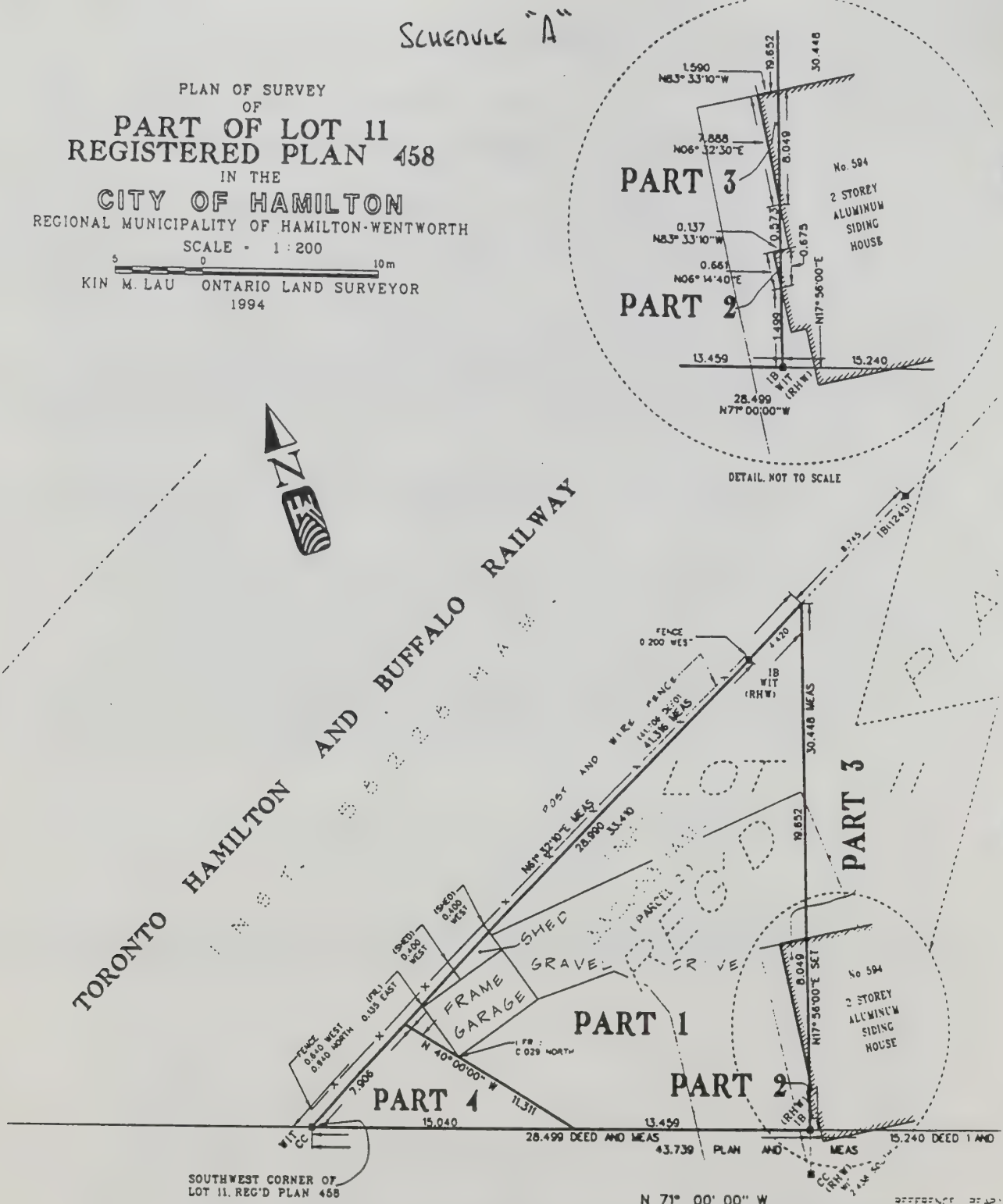
PLAN OF SURVEY
OF
PART OF LOT 11
REGISTERED PLAN 458
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE - 1:200
KIN M. LAU ONTARIO LAND SURVEYOR
1994

5 0 10m

KIN M. LAU ONTARIO LAND SURVEYOR
1994



TORONTO HAMILTON AND BUFFALO RAILWAY
INST. S 3226 HAM.



A B E R D E E N A V E N U E

REGISTERED PLAN 458

SCHEDULE				
PART	INSTRUMENT NO.	LOT	REGISTERED PLAN	AREA
1	332653HAM. (PARCEL 2)	11	458	0.038 ha
2				0.05 m ²
3				6.3 m ²
4				43.8 m ²

PLAN 62R-12948

RECEIVED AND DEPOSITED

DATE 1994 03 24

C. Radley O.P.

LAND REGISTRAR FOR THE REGISTRY
DIVISION OF WENTWORTH (62)

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE REGISTRY ACT

DATE Mar. 23, 1994

Kin M. Lau

KIN M. LAU O.L.S.

SCHEDULE "B"

It is understood and agreed by the Purchaser and the City of Hamilton that the following conditions and terms shall not merge on the closing of this transaction but shall survive the registration of the deed on title:

- i) It is understood and agreed that the Purchaser of the said lands acknowledges a Regional sewer easement over Part 4 on Plan 62R-12948.
- ii) It is understood and agreed that the Purchaser of the said lands acknowledges that upon the completion of this transaction, the subject lands and the Purchaser's lands at 594 Aberdeen Avenue shall merge as one property.

Dated at Hamilton this 11th day of April 1994

WITNESS:

CA Martin

J. Davidson

W. P. Curtis
WILLIAM P. CURTIS

E. F. Curtis
ELIZABETH F. CURTIS

CITY OF HAMILTON

2(E)

- RECOMMENDATION -

DATE: 1994 April 19

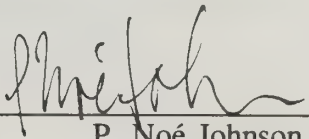
REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: By-law To Amend By-law No. 79-292 To Control Noise

RECOMMENDATION:

That the City Solicitor be authorized to amend the Noise Control By-law No. 79-292 to incorporate the Provincial Standard on air conditioning devices NPC-216


P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

By-law No. 79-292 is a model Noise Control By-law enacted under the Environmental Protection Act. The Province has issued a new noise standard for residential air conditioners.

DISCUSSION:

The Province had directed that municipalities with a model Noise Control By-law include the new standards in their By-law. The By-law will then be approved by the Ministry of the Environment and then can be enforced.

Attached is a copy of the draft By-law.

The Corporation of the City of Hamilton

BY-LAW NO. 94-

To Amend

By-law No. 79-292

TO CONTROL NOISE

WHEREAS By-law No. 79-323 was passed on the 30th day of October, 1979, in accordance with Section 95 of the Environmental Protection Act, 1971 (now the Environmental Protection Act, R.S.O. 1990, Chapter E.19, Section 178);

AND WHEREAS the Province of Ontario has enacted NPC-216, concerning Residential Air Condition Devices, to replace NPC-116;

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. Clause 3(d) of By-law No. 79-292 is deleted and replaced by the following:
 - "3.(d) from any air conditioning device of a type referred to in Publication NPC-216 - Residential Air Conditioning Devices, unless,
 - (i) the device was put into use prior to January 1, 1979; or
 - (ii) the device bears a label affixed by the manufacturer or distributor which states,
 - A. the year of manufacture, and
 - B. that the device complies with the sound emission standard set out in Publication NPC-216- Residential Air Conditioning Devices as applicable to that type of device and date of manufacture; or
 - (iii) the owner, operator, manufacturer or distributor provides proof that the device complies with the sound emission standard set out in Publication NPC-216 - Residential Air Conditioning Devices, as applicable to that type of device and date of manufacture;
2. Section 26 of the said By-law is repealed and replaced by the following:

"Any person who contravenes any provision of this By-law is guilty of an offence and, upon conviction, is liable to the penalty specified by Section 60 of the Provincial Offences Act, R.S.O. 1990, Chapter P.33.

3. This By-law comes into force upon approval by the Minister of the Environment.

PASSED this _____ day of _____, 1994.

CITY CLERK

MAYOR

This By-law is approved pursuant to the provisions of the Environmental Protection Act, R.S.O. 1990, Chapter E.19, as amended at Toronto this _____ day of _____, 1994.

Minister of the Environment

(1994) (report no.) R.T.E.C., (date)

2 (F)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 26

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: T. Bradley
Manager of Purchasing

SUBJECT: Supply and Delivery of Various Trees during 1994

RECOMMENDATION:

That a purchase order be issued to Connon Nurseries Neil Vanderkruk Holdings Inc., Dundas, in the amount of \$111,892.24 including all applicable taxes, being the lowest complete quotation of nine received in accordance with specifications issued by the Manager of Purchasing and Vendor's quotation, and be financed through various Tree Planting Accounts.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Public Works have the necessary funding in various Tree Planting accounts.

BACKGROUND: Quotation Analysis of 54 varieties of Trees

	<u>Actual Prices</u>	<u>Analysis using lowest prices submitted</u>
Connon Nurseries, Neil Vanderkruk Holdings Inc., Dundas	\$111,892.24	\$111,892.24
i) Sheridan Nurseries Limited, Georgetown	111,734.58	121,171.48
Connon Nurseries,		
ii) AVK Nursery Holdings Inc., Waterdown	82,350.93	117,892.83
ii) Uxbridge Nurseries Ltd., Uxbridge	98,513.60	144,837.90
iii) Dutchmaster Nurseries Ltd., Locust Hill	32,532.35	113,591.83
iv) Redleaf Nurseries Ltd., Hornby	21,884.50	116,139.08
v) Braun Nursery Ltd., Mount Hope	12,754.65	116,975.70
vi) Humber Nurseries, Brampton	17,152.25	115,760.73
vii) Winkelmolen Nursery Ltd., Lynden	27,427.50	120,997.83

Incomplete Bids: i) Bid 50 items, ii) 44 items, iii) 31 items, iv) 21 items, v) 16 items, vi) 11 items, vii) 8 items. The price shown above for the recommended company includes a 20% discount for receiving the entire order, and the terms 2% net 30 can also be realized for prompt payment.

2(4)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 27

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

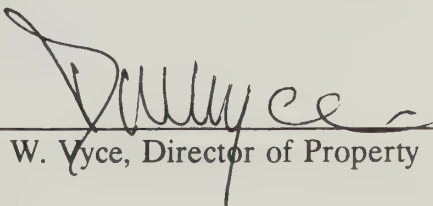
FROM: D. W. Vyce,
Director of Property

SUBJECT: HVAC Retrofit/Modification
Traffic Operations Centre

RECOMMENDATION:

- a) That a purchase order be issued to Jannell Mechanical Consultants Limited, 300 Lake Avenue N., Hamilton, Ontario L8E 3A2, in the amount of \$77,152.35 for the HVAC Retrofit/Modification to the Traffic Operations Centre, 1375 Upper Ottawa Street, Hamilton.

The above amount includes \$6,205.29 for the Goods and Services Tax (G.S.T.).



D. W. Vyce, Director of Property

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

a)	Available balance in the Capital Fund Account No. 758841001.	\$ 181,054.12
b)	Cost of HVAC Retrofit/Modifications	\$ <u>77,152.35</u>
	Remaining Balance	\$ <u>103,901.77</u>

BACKGROUND:

1. All the work has been requested by the Health and Safety Committee and involves four major areas. Air conditioning in the Light Assembly Shops (rooms 30 & 31) and solder fume extraction system in the Signal Tech Area (rooms 24, 25, 26, 27 and 29) has been approved by the Transport and Environment Committee and endorsed by City Council on 1994 January 25, item 37 of the Transport and Environment Committee Report.
2. For this design/built work, seven potential contractors obtained the bid documents.
3. This is the lowest acceptable bid of two valid bids received.

A	Jannell Mechanical Consultants Limited	\$ 77,152.35
	300 Lake Ave N., Hamilton, Ontario L8E 3A2	
B	Post Air Systems Inc.	\$ 133,044.00
	171 Glancaster Rd., Ancaster, Ontario L9G 3K9	
4. The design/built approach facilitates the monitoring of the work during the warranty period with only one agency to deal with.

c.c. H. Solomon, Manager of Operations
R. Martiniuk, Manager, Architectural Division
Mahendra Shah, Senior Project Manager

MS/jn

3(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 February 16

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

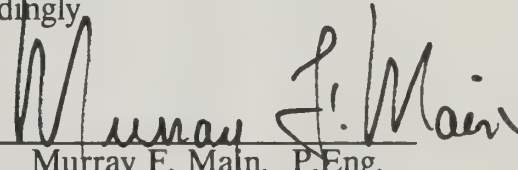
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rush Hour Stopping Prohibition - John Street North. [TEC-41-94]

RECOMMENDATION:

- a) That the evening rush hour stopping prohibition on the east side of John Street between Barton Street and Murray Street be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1994 Traffic Department operating budget estimates to cover the cost of removing the existing signs.

BACKGROUND:

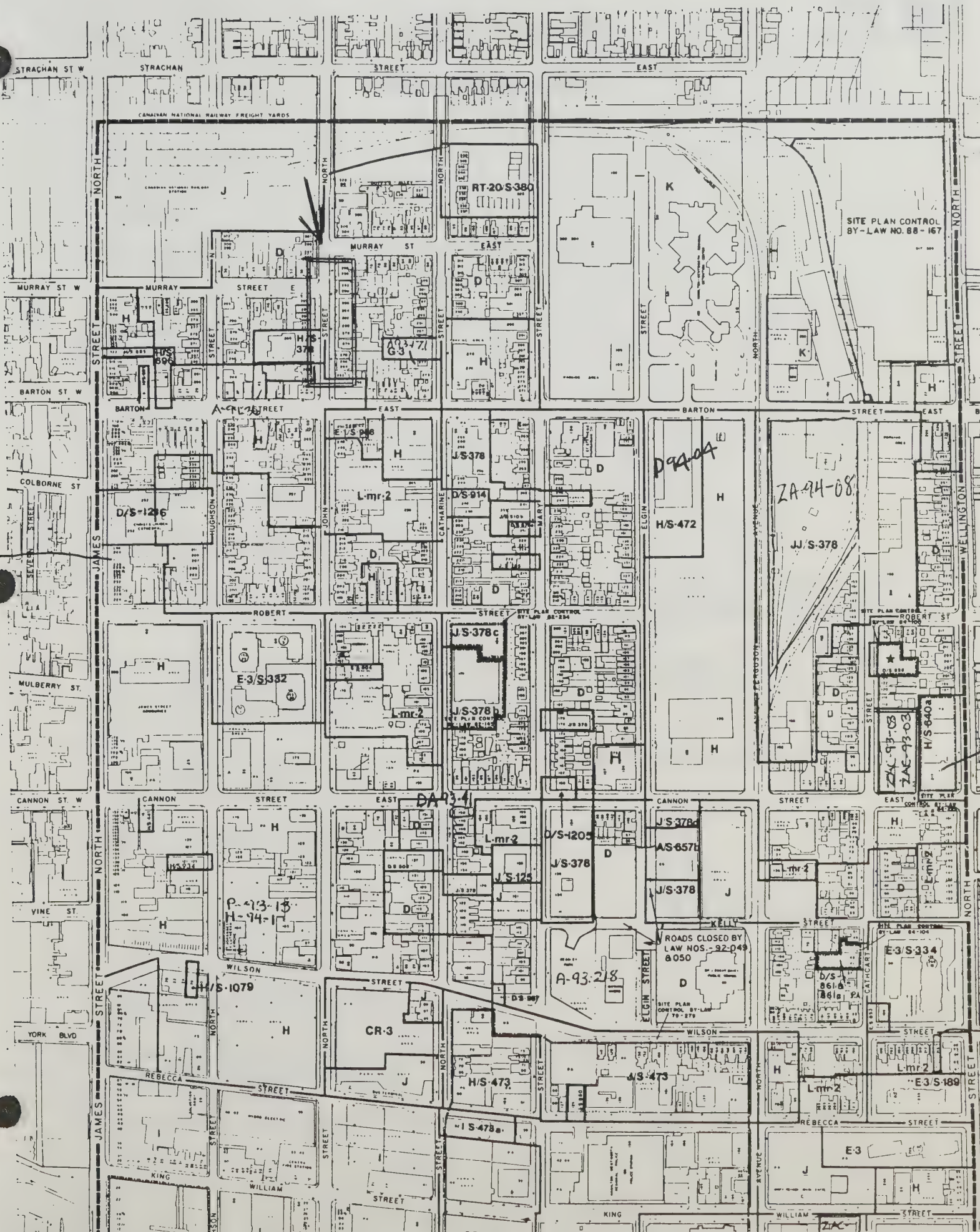
A request was received from Mr. G. Bukovsky of 280 John Street North, requesting relaxation of the existing evening rush hour "No Stopping" regulation to a "No Parking" regulation.

North of Barton Street, John Street is three lanes wide. Parking is prohibited at all times on the west side from Barton Street to Burlington Street, and stopping is prohibited on the east side from Barton Street to Murray Street during the evening rush hour. Traffic volumes are low, averaging less than 300 vehicles per hour, and can easily be accommodated in two traffic lanes. There have been no midblock collisions in the last four years.

In light of the low traffic volumes and good safety record, it appears that there is no need for any restrictions on parking or stopping on the east side of John Street between Barton Street and Murray Street. Therefore the Traffic Department recommends that the existing evening rush hour stopping prohibition be rescinded.

JRW/ca

A small, handwritten mark or signature, possibly initials, located below the typed name JRW/ca.



STRACHAN ST W

STRACHAN

STREET

EAST

CANADIAN NATIONAL RAILWAY FREIGHT YARDS

NORTH

NORTH

NORTH

NORTH

NORTH

MURRAY ST W

MURRAY

STREET

EAST

BARTON ST W

BARTON

STREET

BARTON

STREET

EAST

COLBORNE ST

STREET

MULBERRY ST

STREET

CANNON ST W

CANNON

STREET

EAST

VINE ST

STREET

YORK BLVD

STREET

JAMES

NORTH

NORTH

NORTH

NORTH

REBECCA

STREET

STREET

WILSON

STREET

STREET

WILLIAM

STREET

STREET

KING

STREET

STREET

CR-3

ZAC

3(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

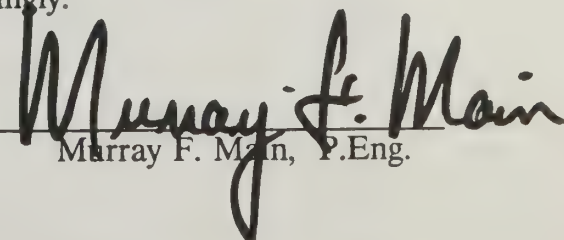
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Installation of Pedestrian Priority Signals in 1994. [TEC-85-94]

RECOMMENDATION:

- a) That Pedestrian Priority Signals be installed at the intersections of Cannon Street East at Balmoral Avenue North and James Street North at Simcoe Street; and
- b) That, following a suitable introductory period, the School Crossing Guards be removed from the intersections of Cannon Street East at Balmoral Avenue North and James Street North at Simcoe Street; and
- c) That the southbound bus stop at James Street North and Simcoe Street be relocated 40 feet northerly; and
- d) That City Traffic By-Law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Funds (\$60,000 gross cost) have previously been approved for these two projects in the 1994 City of Hamilton Capital Budget.

Pedestrian Priority Signals presently have only trial status from the Ministry of

Transportation and Communications. It is anticipated that the Ministry will formally endorse the concept within the next 12 to 18 months. Should this not occur, the Pedestrian Priority Signals would have to be removed or replaced with an alternate type of traffic control.

While Pedestrian Priority Signals will generally not be eligible for provincial subsidy once full formal approval has been granted by the Ministry, subsidy is being allocated by the Ministry for the trial signals. Approximately \$15,000 subsidy is anticipated.

BACKGROUND:

The City of Hamilton and the Regional Municipality of Hamilton-Wentworth, working in conjunction with the Ministry of Transportation, have introduced the "half signal" or Pedestrian Priority Signal concept to Ontario. The Pedestrian Priority Signals installed in Hamilton are being closely observed by the Ministry of Transportation. While the concept is a proven one and one which is in common use in the four western provinces of Canada, the Ministry wants to be sure that the Pedestrian Priority Signal will work with Ontario drivers and traffic conditions.

Three Pedestrian Priority Signals were installed in Hamilton shortly before the fall school term commenced in 1993. Based on a warrant system developed in Hamilton-Wentworth, the first three locations chosen were all on Regional roads. Similarly, the next two most worthy locations are located on City of Hamilton jurisdiction roadways. These are the intersections of Cannon at Balmoral and James at Simcoe.

In general, following the initial introductory period, public acceptance of the Pedestrian Priority Signals has been very good. Several motor vehicle collisions have occurred at these intersections, but the type of collision was not associated with the Pedestrian Priority Signal operation. Pedestrian safety records have been excellent, with the only pedestrian collision involving a 59-year old man who was impaired, and who did not push the button and crossed against the signal.

Another indication of the satisfaction of the public with regard to the Pedestrian Priority Signals relates to the School Crossing Guards at the three locations installed in 1993. Two of the guards were removed after an introductory period. At Upper Gage at Edwina/Thorley, the guard remains but only controls the side street crossing while the crossing of Upper Gage is solely operated by the Pedestrian Priority Signal. The potential removal of School Crossing Guards at other signalized locations in Hamilton-Wentworth has raised substantial controversy, but the guards were removed at the Pedestrian Priority Signals with very little comment.

At present, Pedestrian Priority Signals are only permitted in Ontario on a "trial" basis. There are presently four trial locations in Ontario, three of them in Hamilton-Wentworth and one in Burlington. The Ministry is allowing two additional trial signals in Hamilton-Wentworth in 1994. These will be the last signals installed as part of the trial. Staff have

been working with the Ministry of Transportation to ensure that all necessary information is available to the Ministry. In addition, staff have been actively promoting the Pedestrian Priority Signals through various channels, such as the Ontario Traffic Conference, in order to maximize the chance that the Ministry will endorse the permanent use of Pedestrian Priority Signals. Based on contacts and experiences to date, the chances are good that the Pedestrian Priority Signal will become a permanent, formally approved device in Ontario.

There is an existing stop for southbound buses at James and Simcoe. In the present location, buses would be stopping in a position where the signals would not be visible, once the signal is installed. The H.S.R. is in agreement with relocating the stop 40 feet (12 metres) north.

Therefore, it is recommended that Pedestrian Priority Signals be installed at the intersections of Cannon Street East at Balmoral Avenue North and at James Street North at Simcoe Street in 1994. It is also recommended that the School Crossing Guards at these two locations be removed, following a short introductory period during which the Crossing Guards will ensure that the school-age pedestrians understand the meaning of the Pedestrian Priority Signals and learn how to push the pushbuttons. It is further recommended that the southbound bus stop at James and Simcoe be relocated away from the intersection area.

HLS/kg

3(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 25

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

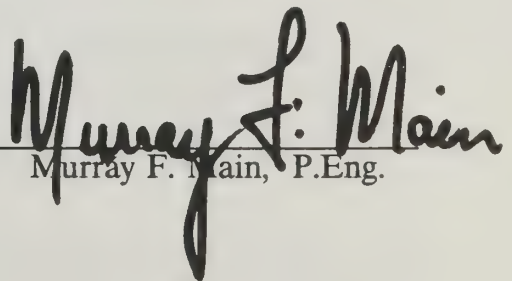
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Extension of Contract Position - Collision Reduction Program, Traffic Department
[TEC-97-94]

RECOMMENDATION:

That the contract position of Traffic Operations Technologist, Schedule E-14, as presently established in the City of Hamilton Traffic Department, be extended for a duration of 24 months.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The salary overhead and benefits for the employee conducting this project will be funded entirely by the Regional Engineering Department. There will be no cost to the City.

BACKGROUND:

In the period 1991 through 1993, a contract position was established in the Traffic Department for comprehensively re-timing traffic signals. This project has been successfully completed and it is estimated that the project will result in the savings of over 2 million litres of fuel annually to motorists driving in Hamilton.

Over 7,000 motor vehicle collisions occur annually in the Regional Municipality of Hamilton-Wentworth. While Traffic Department staff routinely analyze conditions and attempt to improve them, this is often done on a piecemeal basis and in reaction to specific

complaints. The continuation of the contract position provides an opportunity to pro-actively and in a concentrated manner address collision problems in the Region. Such a project has a very high payback, as the cost of property damage, hospitalization and lost income in the average motor vehicle collision is estimated at over \$10,000 per collision. The Regional Roads Department concurs with the Traffic Department as to the value of this project and is in agreement with extending the funding for the contract position. Therefore, it is recommended that the existing contract position be extended for a 24 month period.

HLS/jd

3(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

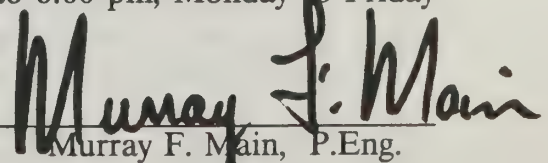
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

King Street West - Requests by the Westdale Business Improvement Area [TEC-95-94]

RECOMMENDATION:

- (a) That the Westdale B.I.A. be requested to respond to a proposal that the information signing on King Street West be improved by the installation of two cantilever signs in the area west of Macklin Street, at an estimated cost of \$7,000; and
- (b) That the Director of Public Works be authorized to redesign and estimate the cost of altering the traffic island/sidewalk on the north and south sides of King Street in the area between Marion Avenue and Paisley Avenue, and to improve the wheelchair ramp design at the ends of the islands and to report back to the Committee; and
- (c) That the "No Stopping 4:00 pm to 6:00 pm, Monday to Friday" regulation on the north side of King Street West between Sterling Street and Forsyth Avenue be retained; and
- (d) That the Parking Authority be requested to install signs on the meter posts on King Street West, reinforcing the "No Stopping 4:00 pm to 6:00 pm, Monday to Friday" signing.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of installing the recommended direction signing is estimated to be \$7,000.00 and would be paid by the Region. The cost of altering the traffic island/sidewalks will depend upon the final design. The cost of adding signs to the parking meter posts is minimal.

BACKGROUND:

The Ward Aldermen and Staff members have been meeting with the Westdale B.I.A. for a number of months in order to improve traffic and parking conditions in the vicinity of the Business Improvement Area. A number of measures have been taken to accompany these objectives, including the following:

- installation of a two-hour parking time limit on both sides of King Street between Sterling/Newton and Cline
- replacing a loading zone on the south side of King west of Newton with a parking meter
- installation of three parking meters on the east side of Paisley Avenue, north of King
- installation of two parking meters on the east side of Sterling Avenue, north of King
- installation of three parking meters on the east side of North Oval, north of King

There are still several outstanding issues, including the following:

1. Improvement to the information signing on King Street to clarify the fact that Highways 2 and 8 diverge from King Street at Paradise Road, whereas the Westdale Village Area continues straight westerly at that point.

The Traffic Department has investigated three levels of signing that would accomplish this purpose. The first level is the installation of a ground mounted information sign on the left side of King Street at a cost of \$1,000.00. The second alternative is the installation of two overhead cantilever signs in the area just west of Macklin Street, at an estimated cost of \$7,000. This is the alternative which is supported by the Traffic Department, and which has been approved by the Senior Director of Roads, since the money would come from their Regional budget. The third alternative would be an overhead bridge span which is in reality a freeway level of signing, and which would cost an estimated \$25,000. This alternative is not supported by the Traffic Department.

We have reason to believe that alternative 2 would be satisfactory to the B.I.A., but have had no confirmation at this time. The B.I.A. should be requested to respond to this proposal.

2. There has been considerable controversy as to the width of the traffic islands on both sides of King Street in the area between Marion Avenue and Paisley Avenue, and their suitability to accommodate pedestrians.

The islands are 7.3 feet in width, but heavily encumbered by large utility poles and planters, and also by the fact the vehicles overhang the island by approximately 3 feet. These islands serve as sidewalk connectors between Marion Avenue and Paisley Avenue, but are not adequately wide to safely accommodate pedestrians, and in particular baby carriages or wheelchairs, particularly when encumbered further by snow in winter months. The Traffic Department concurs with the B.I.A. that these islands are presently unsafe, and is proposed that they should be widened by approximately 4 feet so that there would be an unencumbered area for pedestrian movement. Further, the ends of the islands are inadequate in the size and shape to accommodate pedestrian refuge and wheelchair ramps, and the ends of the islands should be redesigned to adequately accommodate these needs.

The concerns of the B.I.A. have led to their suggestion that pedestrian crossings to and from the island should be prohibited, and that alternative crosswalks should be located 50 or 60 feet north of the northerly island, and south of the southerly island, to permit and encourage pedestrian crossings at Marion Avenue at a mid-block location. This is contrary to proper traffic control practice, and the crosswalks at the intersection, which are controlled by vehicle and pedestrian traffic signals should be maintained. The alteration of the islands would accommodate these concerns.

The funds for the construction of the islands would be provided from funds controlled by the Department of Public Works.

3. It has been requested that the regulation prohibiting the stopping of vehicles on the north side of King Street between the hours of 4:00 pm and 6:00 pm - Monday to Friday, and in the area between Sterling Avenue and Forsyth Avenue, be deleted.

This request by the B.I.A. has been premised on the assumption that most of the westbound motorists on King Street turn right on to Sterling Avenue, thereby leaving a lighter volume on King in the area west of Sterling Avenue. While this is true to a certain extent, the latest traffic count has determined that 78% of the traffic continues westerly or turns left from King Street at Sterling/Newton, and that this volume is heavy enough to warrant retention of the evening rush hour stopping prohibition.

It is important to understand that King Street and Main Street in this area serve as an arterial pair, since Main Street has three lanes eastbound and only two lanes westbound. This means, in effect, that King Street is required to complement Main Street in terms of westbound traffic movement and capacity, particularly during the evening peak hour period. This function continues as far west as Dalewood Avenue, and Dalewood Avenue is operated one way southerly to re-direct traffic to Main Street, since Main Street is provided with three lanes in each direction westerly from Dalewood Avenue.

It is appropriate to note that the B.I.A., at one time, asked that westbound left turns be prohibited to Paisley Avenue, because of perception of congestion at this point.

An undesirable side effect of removing the evening rush hour restriction on King Street would be that there would be more of a tendency for westbound traffic to bypass the area of congestion by driving through the neighbourhood via Paisley Avenue or Newton Avenue or Cline Avenue, and this re-direction of arterial traffic to local residential streets in the neighbourhood is extremely undesirable.

A further possible side effect of removing the rush hour restriction on King Street would be a general re-direction of traffic to Main Street via Paradise Road or other local streets, and the re-direction of traffic away from the Westdale Village Area could have an impact on impulse buying during the evening rush hour period.

In order to assess the parking needs of the area, extensive parking studies were conducted on four weekdays during the period between 4:00 pm and 6:00 pm, to determine the supply and demand of parking in the area. It was determined that for each of the four days studied, the number of unoccupied spaces in various parking areas were as follows:

- south side of King Street between Cline and Newton - 14.2 to 18.0 unoccupied spaces
- east side of Sterling north of King Street - 1.2 to 2.0 unoccupied spaces (2 spaces available)
- south side of King between Newton and Paisley - 1.2 to 3.5 spaces unoccupied (8 spaces available)
- east side of Paisley north of King - 2.7 to 3.0 spaces unoccupied (3 spaces available)
- north side of King between Paisley and Marion - 8.0 to 11.0 spaces unoccupied (24 spaces available)
- south side of King between Paisley and Marion - 4.5 to 11.5 spaces unoccupied (27 spaces available)

The above figures indicate that there is always convenient available parking in the area in question.

A further concern is that the proposed deletion of the evening rush hour stopping prohibition is entirely west of the Westdale B.I.A. Spaces affected commence 75 feet west of Sterling, and run all the way to Forsyth Avenue. This area is fronted entirely

by single family homes, and is completely beyond the Westdale Business Improvement Area and the commercial area. In weighing the pros and cons of the proposal, it appears that there is no shortage of parking within the commercial area itself, and to allow parking on the street for a distance of almost one-half mile in front of single family homes, simply because someone might choose to park in one or two spaces immediately west of Sterling Avenue, is simply not in the public interest.

Stopping on the north side of King Street in the evening rush hour period has been prohibited between the Delta and Forsyth Avenue (a distance of 4 1/2 miles) for many years, and allowing parking in a short section of the street would erode the traffic capacity of this vital arterial street.

One further area concern of the B.I.A. is that customers occasionally receive parking violation tags when they park at metered spaces to which the evening rush hour prohibition applies. To resolve this problem, the Traffic Department and the Parking Authority have developed a sign which is to be installed on the meter post, which would very prominent, and which will re-inforce the message in the parking meter head, and the official rush hour signs, indicating that stopping is prohibited between the hours of 4:00 pm and 6:00 pm Monday to Friday. The addition of these signs should resolve this concern.

MFM/jd

4(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 28


REPORT TO: Mr. K. Christenson,
Secretary, Transport & Environment Committee

FROM: Mr. D. Lobo,
Director of Public Works

SUBJECT: Proposed Reconstruction of Roadway, Sidewalks and
Curbs on Dunsmure Road Between Gage Avenue and
King Street

RECOMMENDATION:

- 1) That the reconstruction of the roadway, sidewalks and curbs on Dunsmure Road between Gage Avenue and King Street be included in the 1994 Reconstruction Program, and;
- 2) That the Senior Director of Roads be authorized and directed to construct these works on behalf of the City, once all the necessary approvals have been received.



Mr. D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimate of cost to undertake these works is \$99,200. The Region has agreed to contribute \$19,200. which results in a net City's cost of \$80,000 for these works.

BACKGROUND:

The Region will be undertaking watermain replacement on Dunsmure Road between Gage Avenue and the CP Rail tracks just south and west of King Street this year. When the roadway condition was reviewed in the late fall by the Public Works Department, it was considered to be in fair condition and did not warrant reconstruction. However, due to the severe winter conditions that have occurred this year, the deterioration of the roadway has accelerated and has become more evident.

Therefore it would be prudent to include the reconstruction of the roadway, sidewalks and curbs in the 1994 Reconstruction Program. The Region will contribute the cost of the repair to the sidewalks and roadway which would have been their responsibility if the watermain work were to proceed without the total reconstruction of the roadway.

RPM:bg

Ross
cc: A. Ross,
City Treasurer
ATTN: N. Adhya, Manager of Budgets
cc: D. Y. Onishi,
Director of Design and Construction
Transportation/Environmental Services Group

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 21

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Increased Costs for Two Local Improvement Projects

RECOMMENDATION:

- (a) That the estimated costs in the following local improvement projects be increased:
- i) Alley between Fairfield Avenue North and Paling Avenue North from Britannia Avenue to the north limit of 255 Paling Avenue North (north-south alley). Increase in the approved City Share from \$8,924 to \$33,924.
 - ii) Alley first north of Barton Street East from Tragina Avenue North to Weir Street North (east-west alley). Increase in the approved City Share from \$25,175 to \$35,175.
- (b) That the Finance and Administration Committee be requested to recommend a source of funds for these increased costs.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1994 to 2003 Capital Budget. The approval of these works will reduce the balance available in the City's Share to \$415,159.

The Region has received a tender for the above-noted projects. The tender costs for the Fairfield Avenue alley are \$10,000 in excess of the Engineer's estimates due to a difference in the bid price for the concrete base and an allowance for contingencies.

The tender costs for the Barton Street alley are \$25,000 in excess of the Engineer's estimates due to a difference in the bid price for the concrete base, an extra catchbasin and lead requiring an extension in the sewer to provide for future drainage if the alley is extended and an allowance for contingencies.

BACKGROUND:

The Region will be undertaking watermain replacement on Dunsmure Road between Gage Avenue and the CP Rail tracks just south and west of King Street this year. When the roadway condition was reviewed in the late fall by the Public Works Department, it was considered to be in fair condition and did not warrant reconstruction. However, due to the severe winter conditions that have occurred this year, the deterioration of the roadway has accelerated and has become more evident.

Therefore it would be prudent to include the reconstruction of the roadway, sidewalks and curbs in the 1994 Reconstruction Program. The Region will contribute the cost of the repair to the sidewalks and roadway which would have been their responsibility if the watermain work were to proceed without the total reconstruction of the roadway.

RPM:bg

RPM

cc: A. Ross,
City Treasurer
ATTN: N. Adhya, Manager of Budgets

cc: D. Y. Onishi,
Director of Design and Construction
Transportation/Environmental Services Group

4(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 28

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Mural Proposal - Stairway Abutment on James Street South.

RECOMMENDATION:

- a) That the Transport and Environment Committee authorize the painting of a mural on the stairway abutment on James Street South (site plan attached as Schedule 'A') by the Native Indian/Inuit Photographers' Association (N.I.P.A) subject to the following conditions:
- (i) That N.I.P.A. provide evidence of \$2 million Comprehensive General Liability Insurance;
 - (ii) That N.I.P.A. provide a Certificate of Insurance evidencing the City of Hamilton's insurance requirements; said Certificate of Insurance to provide the Corporation of the City of Hamilton as a named insured and the policy is subject to cross liability and severability provisions.
 - (iii) That the final design for the mural be submitted to the Transport and Environment Committee for endorsement.
 - (iv) That the ongoing maintenance of the mural be the responsibility of N.I.P.A. as agreed to by the Association in the proposal attached as Schedule 'B'.
 - (v) That N.I.P.A work with staff from the Public Works Department to ensure that the method of fastening the mural to the stairway abutment is satisfactory to the Director of Public Works.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Native Indian/Inuit Photographers' Association has agreed to cover 100% of the cost for the mural (approximately \$4,200.* excluding opening reception and meals). However, the Arts Co-ordinator, Culture & Recreation Department has advised that, subject to approval by the Parks and Recreation Committee of the overall work-plan for the Arts in Public Places Capital Budget of \$120,000., the cost of the mural could be funded 100% through that account.

* Material & Supplies (including plywood, fasteners & framing)	\$1,200.
Artist's Fee	<u>\$3,000.</u>
	\$4,200.

N.I.P.A. has agreed to maintain the mural.



BACKGROUND:

In the Fall of 1993 N.I.P.A. approached the Public Works Department requesting that the Association be given the approval to paint a mural on the stairway abutment on James Street South. A meeting took place later that year with representatives from N.I.P.A., the Public Works and Culture and Recreation Departments and, the Art Gallery of Hamilton to discuss the proposal and determine the financial and maintenance implications to the City of Hamilton.

It is the intent of the Association to bring together young people with similar interest in the arts, with emphasis towards expressing their Native American Heritage. N.I.P.A. will work with the Hamilton Regional Indian Centre's student program to facilitate the project. N.I.P.A. will host a planning workshop where artists and students will work together to develop a concept for the mural. The end result of the workshop will be a design for the mural and the written concept behind the importance of the work. The concept will then be forwarded to the Arts Sub-Committee and ultimately Parks and Recreation Committee for approval.

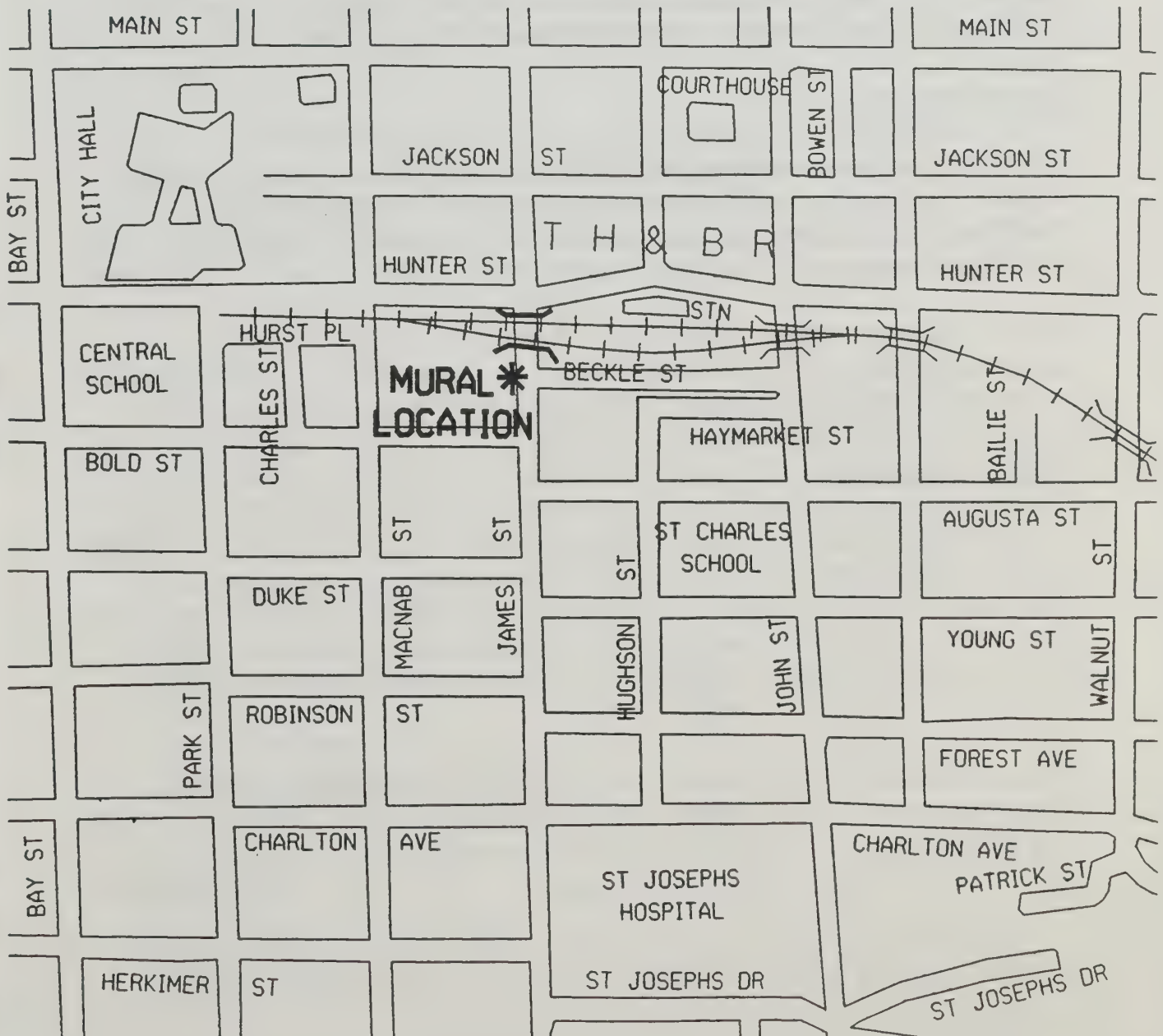
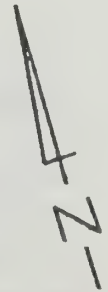
While initially N.I.P.A. were proposing to paint the mural directly onto the stairway abutment it was recommended by staff and agreed to by N.I.P.A. that the mural be painted on sheets of plywood and sealed with a protective and vandal resistant finish, then fastened to the stairway abutment.

Given the tremendous amount of construction occurring presently at the TH&B Station on Hunter Street, GO Transit was contacted to determine if the construction would interfere with a mural at this site and were advised that it would not.

- c.c. P. Noe Johnson
Interim Director, Culture and Recreation Department
Attention: C. York, Arts Co-ordinator
- c.c. A. Ross, Treasurer, Treasury Department

MURAL PROPOSAL SITE PLAN

STAIRWAY ABUTMENT
JAMES ST. SOUTH



Native Indian/Inuit Photographers' Association
NIIPA

The WALL Project

Purpose:

To bring together young people with similar interest in the arts with emphasis towards expressing their Native American Heritage. This would be conducted by a group of young people working together with a Native artist to paint a mural near the downtown core. Specifically the "Hunter and James Street Bridge area.

Participation:

NIIPA has a good working relationship with the Hamilton Regional Indian Centre and will be working with their student program to facilitate this project. This project would be open to other participants as well from the nearby schools.

We will also take this opportunity to work with artists, Simon Levy and (native artist) to participate in an environmental project regarding Hamilton area and will be on exhibition in the spring'94.

Time Frame:

The initial planning and development stage will take place during the school March Break. Artist and students will work together during this time period to develop the concept in which they will design their work. The end result of the planning session will be a draft layout of the design for the mural and the written concept behind the importance of this work.

Actual painting of the mural will take place over a two week time period later in the Spring'94. This will allow for the spring thaw and will provide time for the City of Hamilton workers to prepare the wall before actual painting has begun.

Continued ... 2
WALL project

Enhancement and Enrichment:

The location chosen for this project is the James Street South West side WALL. The mural will only enhance this area and bring awareness to this special downtown south area. There are a number of unique stores in this area with an artistic flare and I feel that murals would only beautify its surroundings. It would also bring awareness to the Native Indian/Inuit Photographers' Association and NIIPA Gallery which is located directly above the proposed site of the mural.

As for the enrichment component of the project, students and artist will gain through the experience of working together and creating unity amongst this group of participants as well as bringing awareness to the Native heritage and its contributions towards this geographic area. It will exhibit pride and artistic expression as demonstrated by our Native youth.

Expenses:

Expenses of the project will be incurred by the NIIPA Gallery as part of our special event programming. We will seek donations and financial support from the appropriate areas to make this mural a reality.

Expenses:

Materials & Supplies	\$200
Paint Supplies	500
Artist's Fees	3000
Opening Reception	100
Meals*	200
Total Expenses:	\$4000

* Meals will be comprised of luncheons and snacks for the students while they are participating in the project

Continued ... 3
WALL project

Conclusion:

As the final product, we will have a beautiful mural on the James Street South area that will only enhance the surrounding area. As part of NIIPA's commitment of the project, we will take on the responsibility of touch up painting when required.

We would like to have a special opening reception to mark this event, invitations will be sent out to the Directors and Members of all the Native Organizations in Hamilton as well as honored guests from City Hall and Community Members.

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 22

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

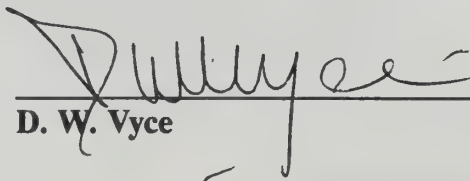
FROM: D. W. Vyce
Director of Property

SUBJECT: Purchase of Land for Roadway Purposes
Rear of 144 Limeridge Road East
Future Extension of Colin Crescent Westerly
Jerome Neighbourhood

RECOMMENDATION:

- a) That the Director of Property be directed to negotiate with Mr. and Mrs. C. Skypas, for the acquisition of two (2) parcels of land in the Regional Municipality of Hamilton-Wentworth, in the City of Hamilton, geographic Township of Barton, being part of Lot 13, Concession 7, having first, Parcel A, a width of 20.0 metres (65.61 feet) more or less, along the current westerly limit of the north extension of Colin Crescent, by a length of 33.772 metres (110.80 feet) more or less, and comprising a total area of 675.44 square metres (7,270.61 square feet) more or less, and secondly, Parcel B, being a portion of the same Lot 13, Concession 7, having a width of 10.0 metres (32.80 feet) more or less, along the current westerly limit of the southerly extension of Colin Crescent, by a length of 29.784 metres (97.72 feet) more or less, and comprising a total area of 297.84 square metres (3,206.03 square feet) more or less, for the purposes of providing future road access to the interior lands of the Jerome Neighbourhood. The necessary expenditures are to be charged to Account No. CH 5X303 00107 (Services Through Unsubdivided Lands).
- b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands on or before June 15, 1994, the City Clerk be authorized and directed to:
 - i) Give Notice of the City's Application as expropriating authority to all owners, registered owners and tenants (as defined in the Expropriations Act) of the said land;

- ii) Advertise Notice of the City's application in a newspaper as required by the Expropriations Act; and
- iii) Sign and receive the said Application for Approval to Expropriate.
- c) That the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value.
- d) That the Regional Surveyor be authorized and directed to prepare the necessary survey.
- e) That all related costs of the acquisition and expropriation be charged to Account No. CH 5X303 00107 (Services Through Unsubdivided Lands).



D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The costs to acquire the required lands will be recovered through One Foot Reserves.

BACKGROUND:

The owners of the proposed subdivision, Jerome Estates, have been unsuccessful in their attempts to acquire the required roadway access, and they have requested municipal involvement so the development of single family lots can proceed in an orderly manner and not be unduly delayed.

Copies of their Offer to Purchase to Mr. and Mrs. C. Skypas have been supplied to this office. In speaking with Mr. Skypas, he confirms that offers have been made to purchase the land and that he has refused to accept them. As these offers have been unsuccessful and to ensure development occurs in a timely fashion and are fair and reasonable in our opinion, we are recommending the City enter into negotiations with Mr. & Mrs. Skypas failing which expropriation procedures be commenced.

The lands will be required to be surveyed and searched prior to application for approval to expropriate and to give Notice of the City's intentions to the owners as authorized by the above recommendation.

22 April 1994
Transport and Environment Committee
Page 3

Each Notice shall indicate that an inquiry may be requested to report to Council as to whether or not the proposed expropriation is fair, sound and reasonably necessary to achieve the expropriation objectives. Subsequently, if no inquiry is held Council may then consider enacting an Expropriation By-law.

WmM/nw
Attach.

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer, Treasury Department

Eugene Chajka, Manager of Road Development, Roads Department

C. Bandurka, Property Clerk, Surveys

(91R-118)

NOTE

ISSUES IN AFRICAN ASTRONOMY AND AFRICAN HISTORY

WILLIAMT NO. 2470 B&O TON

**WORLD
5 GREAT**

212

FORBANKS
AND THE

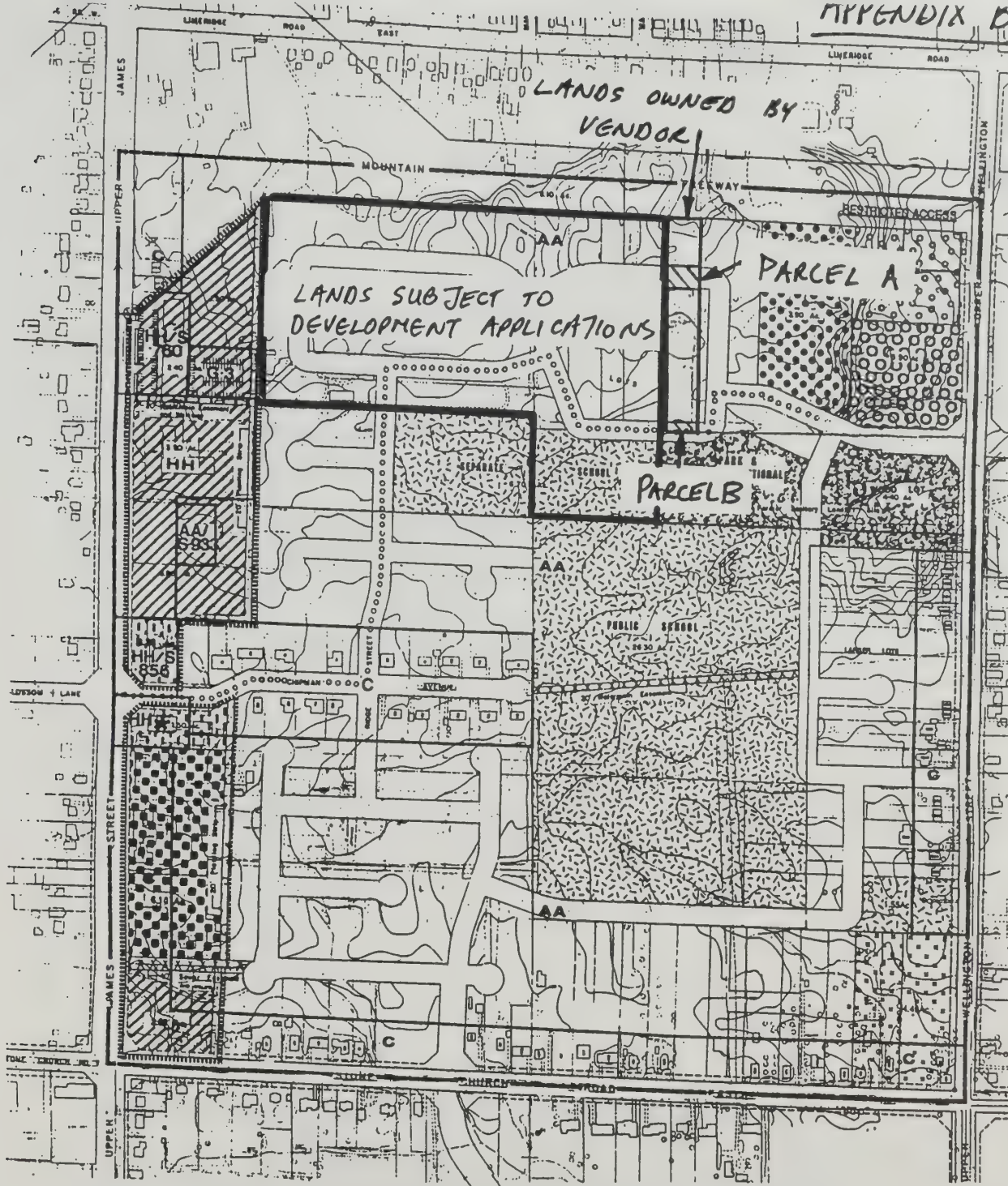
REGIONAL.

ROAD

No. 169

UPPER

W



E: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

IND:

- SEPERATE SCHOOL LANDS
- PUBLIC SCHOOL LANDS
- FORMER SANITARY LANDFILL SITE
- POSSIBLE BIKEWAY ROUTE
- AREA SUBJECT TO URBAN DESIGN GUIDELINES

No access permitted to Chipman Avenue and to be developed in conjunction with the frontage on Upper James Street.

EXISTING POPULATION (1988) 186

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

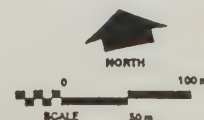
- COMMERCIAL (GENERAL)
- NEIGHBOURHOOD COMMERCIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES
- INSTITUTIONAL & RECREATIONAL

- Neighbourhood Boundary
- Zoning Boundary

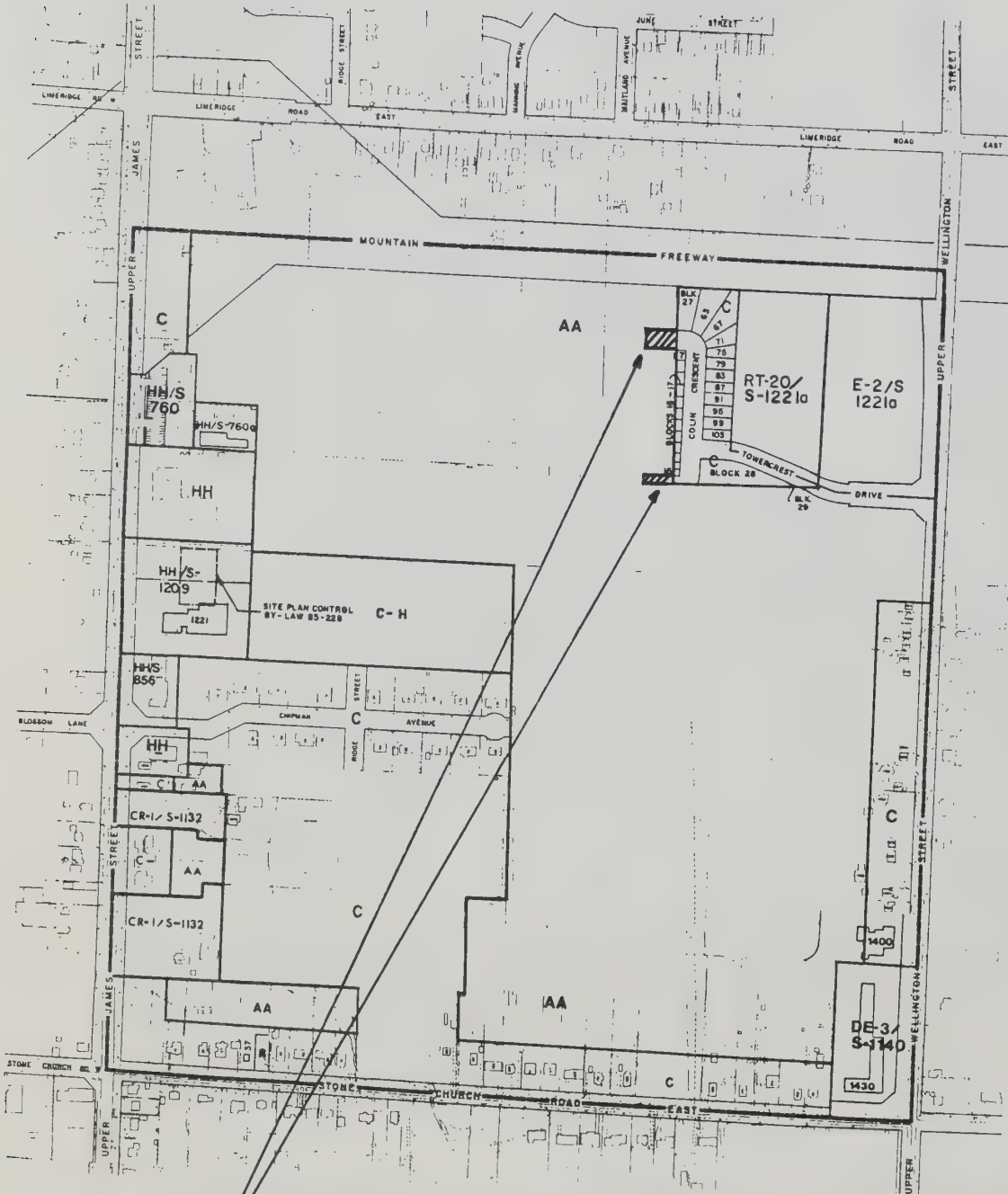
Approve
Planning Committee June 14, 1988 Council
Latest Revision Date

CITY OF HAMILTON
PLANNING DEPARTMENT

JEROME
Approved Plan



APPENDIX 'C'



SUBJECT

<table border="1"> <tr> <td>137</td> <td>56</td> <td>16</td> </tr> <tr> <td>86</td> <td>82</td> <td>33</td> </tr> <tr> <td>101</td> <td>119</td> <td>8</td> </tr> </table> <p>This is not a Legal Document For Zoning Verification Please Contact City Building Department</p> <p>Neighbourhood Boundary Zoning Boundary</p> <p>Prepared for The City of Hamilton By the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth</p> <p>PLANNING LIFT NO 7509</p>	137	56	16	86	82	33	101	119	8	<p>CITY OF HAMILTON</p> <p>JEROME ZONING</p> <p>0 50m 100m</p> <p>SCALE</p> <p>PAGE NO 82</p>
137	56	16								
86	82	33								
101	119	8								

6(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 22
G51-02 Aston/Gill

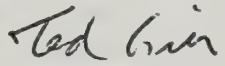
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Transfer of Local Road Functions from
Region to City (R-94-35a)

RECOMMENDATION:

That no action be taken on the transfer of local road functions from the Region to the City.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

If the duties involved in subdivision administration, development review, and road use applications were to be split between two departments, the combined City and Regional costs would increase by approximately \$226,000 annually over the existing total cost of \$1,131,000 because of duplication and inefficiencies introduced by a split. These additional costs would be comprised of \$113,000 City and \$113,000 Region.

BACKGROUND:

Your Committee, at its meeting of 28 February 1994, requested comments from the Region on the report prepared by the Public Works Department on the possible transfer of some of the functions now provided by the Regional Roads Department. The minutes were amended at the Committee meeting of 18 April 1994 to read that comments were requested from Regional staff rather than the Region.

cont'd...2

page 2 cont'd

Transfer of Local Road Functions from Region to City (R-94-35a)

On 5 April 1994, the Region's Transportation Services Committee directed this Department to prepare a response to the Public Works Department's report and submit it to the Transportation Services Committee and Regional Council for a response to the Transport and Environment Committee.

On 25 April 1994, the Transportation Services Committee recommended to Regional Council that no action be taken on the transfer of local road functions from the Region to the City. That recommendation will be presented to Regional Council on 3 May, 1994.

ANALYSIS:

The City work performed by the Roads Department is in subdivision administration, development review, and road use applications. At present, seventeen people are employed in the two sections that perform both Regional and City work, and all of these people are fully employed - the result of restructuring over the past four years.

Unlike the Regional Planning Department, which has a specific division of the Department devoted to the work of the City, this Department merges the work of both municipalities. This model is desirable because the work is very similar in nature for both the Region and the City. As an example, in the case of reviewing site plans, the driveway accesses to both Regional and City streets and the effect of a change in grades on the site can be evaluated concurrently by one person. Similar arrangements are undertaken by the City Traffic Department on behalf of the Region in maintaining the traffic signal system and commenting on traffic impacts of new developments.

As indicated in the letter from the Hamilton Halton Home Builders' Association, which had previously been received by Council, the City/Region has been a model for the streamlining of development approvals from the initial planning stage up to and including the final assumption of the project by the municipality. A split would serve to destroy this concept by eliminating "one-stop shopping" and replacing it with a multiple-stop model. This would introduce additional confusion, costs, and wasted time for customers of the City and Region associated with development and with use of the road allowance, and those customers include the public, Aldermen and Councillors, event organizers, and the development industry. This result is definitely not in keeping with the goals of both the City and the Region with respect to elimination of duplication.

cont'd...3

Transfer of Local Road Functions from
Region to City (R-94-35a)

A thorough analysis of the human resources requirements (expressed in full-time equivalents, or FTE's) for each of the seventeen positions was undertaken for the existing City and Regional work being done. Estimates of the human resources required to perform only the Regional aspects of the work, and those required to perform only the City aspects of the work, as stand-alone and separate organizations, were also developed. This analysis is shown in Table 1.

The existing human resources dedicated to City work is 6.75 FTE, and to Regional work, 10.25 FTE. Based on existing workloads, and with the knowledge of activities that would have to be undertaken by both City and Regional staff if the responsibilities were split, it is estimated that 8.55 FTE would be required for City work, and 12.05 FTE would be required for Regional work, for a combined total of 20.60 FTE. These additional human resources would cost an additional \$226,000 in total, split equally between the City and Region.

The potential duplication arises from such activities as meeting with consultants and applicants to discuss proposals, preparing and mailing letters, setting up and maintaining files on subdivision agreements, and dealing with the public and with staff from other departments. The incremental cost of providing this service to the City is much less than the cost would be separately. Where there are two people jointly involved in specific types of applications, rather than two individual people located in different geographic areas, efficiencies of scale in such things as coverage during vacation, lunch breaks, or sickness become important. This additional coverage provides a better service to the public.

As more emphasis is placed on environmental concerns such as grading and erosion control, and the soon to be implemented requirement of Environmental Assessment approval for plans of subdivision, the importance of avoiding duplication in processing these developments will become even more important.

The City budget for this work has remained approximately constant over the past six years, in response to direction to maintain a zero percent increase in the budget. Any increases in staff salaries at the Region have been offset by efficiencies, and more recently, by downsizing by one engineer and one technologist. The current amount budgetted by the City for services provided by the Roads Department is \$367,970. The results of this thorough analysis reveals that the amount should be higher by approximately \$96,000, with 7% overhead included. Rather than attempt to address this matter now, it is the intent of staff to deal with the issue of billing practices between the City and the Region prior to the next budget cycle.

Page 4 cont'd

Transfer of Local Road Functions from
Region to City (R-94-35a)

During the period of substantial development in the late 1980's, the staffing levels remained constant and the work was accomplished by existing staff at high levels of overtime. Because the billing arrangement between the City and the Region is based on budgetted amounts rather than actual time spent, the overtime costs incurred were absorbed by the Region.

The report from the Public Works Department proposed to add four positions to handle the added workload. In the opinion of staff who are now doing the work, the human resources requirements have been underestimated. For example, there is a great deal of clerical and administrative work necessary for subdivision work and for right-of-way control that has not been captured in the proposal. Human resources of 6.75 FTE are now assigned to City work, with significant economies because of coordination with Regional activities. It is estimated that 8.55 FTE would be required for a stand-alone City organization to handle the same workload.

In summary, the implications of having the City take over subdivision administration, development review, and road use applications would be to dismantle the current one-stop shopping concept, and replace it with a multiple-stop system, at an additional total cost to the taxpayer of approximately \$226,000, and with greater confusion, cost and wasted time for customers - the public, Aldermen and Councillors, event organizers, and the development industry.

TG/GA:

Table I

PROGRAMMING & DEVELOPMENT DIVISION -- HUMAN RESOURCES STUDY

Position	Present FTE City Work	Present FTE Region Work	Future City FTE (with split)	Future Region FTE (with split)
DEVELOPMENT				
Manager (EC)	0.20	0.80	0.25	0.85
Project Manager (JM)	0.30	0.70	0.40	0.80
Technologist (MI)	0.60	0.40	0.75	0.55
Technologist (RE)	0.00	1.00	0.00	1.00
Project Manager (JS)	0.30	0.70	0.40	0.80
Technologist (PS)	0.60	0.40	0.75	0.55
Subdivision Administrator (Vac)	0.60	0.40	0.75	0.55
Subdivision Clerk (TM)	0.15	0.85	0.30	1.00
Development Co-ordinator (Env) (CU)	0.50	0.50	0.65	0.65
Technologist-Land Drainage (EH)	0.90	0.10	1.00	0.20
Co-ordinator-Transportation (HG)	0.35	0.65	0.50	0.80
Technologist -Transportation (MS)	0.30	0.70	0.40	0.80
Student (JB)	0.45	0.55	0.60	0.70
R.O.W. CONTROL				
Manager (VMZ)	0.10	0.90	0.10	0.90
Technician (JC)	0.70	0.30	0.85	0.45
Encroachment Clerk (MP)	0.70	0.30	0.85	0.45
Technologist (LR)	0.00	1.00	0.00	1.00
SUB-TOTAL FTE	6.75	10.25	8.55	12.05
TOTAL FTE	17.00		20.60	
TOTAL SALARY SUB-TOTAL	\$433,817.00	\$697,645.00	\$547,080.00	\$810,909.00
TOTAL SALARY	\$1,131,462		\$1,357,989	
DIFFERENCE IN FTE			3.6	
DIFFERENCE IN SALARY			\$226,527	

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 February 24

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

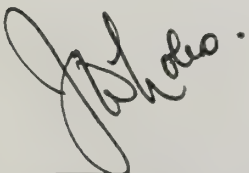
SUBJECT:

Local Road Functions from the Region to the City: Development Control, Encroachments and Road Closures

RECOMMENDATION:

- a) That the administration of Development Control, Road Closures and Encroachments be transferred from the Region 's Roads Department to the City of Hamilton, Public Works Department, effective 2 May, 1994.
- b) That the following positions be created in the Public Works Department and filled in accordance with past practice when there has been a transfer of functions between the City of Hamilton and the Regional Municipality of Hamilton-Wentworth:

Project Manager (Development)
Development Co-ordinator (Transportation)
Land Development Technologist
Road Programming Technician
- c) That the title of the position of Operations Engineer (Public Works) be changed to Manager, Programming and Development.
- d) That the job descriptions for the positions listed in b) and c) above be forwarded to the Commissioner of Human Resources.



D. Lobo
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed transfer of local road functions should result in a net annual savings of approximately \$80,000 in the City's Current Budget. The City will receive revenue from each road closure application fee. In 1993 the Region retained \$2,642 in road closure applications fees. If the transfer of local road functions causes a reduction in Regional staff in City Hall, the City could lose revenue from office space leased by the Region. The current annual lease rate is \$14.30 per square foot. The transfer should also result in efficiencies in the development control, encroachment and road closure process since these duties will be performed by staff devoted to City matters only. It is recommended that all office equipment that is currently utilized by the various job functions be transferred to the City.

Current Staffing - Regional Roads Department

Development Control, Encroachments and Road Closures - there are presently three engineers, eight technologists, one technician, two clerks and one student performing these functions for the Region (fifteen staff). However, since their duties also include Regional matters, a realistic full time equivalent would be eight staff dedicated to City matters.

The current staff complement was established in 1989 when activity relating to development matters was at a significantly higher level than 1993 levels. Therefore a reduction of the full time equivalent staff members could be recommended without a loss in efficiencies. In the event that development activity increases, the need for additional staff would be addressed when the work load could not be handled economically with the proposed staff complement in the Public Works Department. We are not recommending the transfer of Railway Matters, Bridge Maintenance and Rehabilitation, Surveys and Streetlighting from the Region since savings to the City would not be realized with these transfers.

Proposed Staffing - Public Works Department

The following positions would be created in the Public Works Department as a result of the proposed transfer:

Project Manager (Development)
Development Co-ordinator (Transportation)
Land Development Technologist
Road Programming Technician

A proposed organizational chart is attached.

BACKGROUND:

On January 31, 1994, the Transport and Environment Committee directed staff to prepare a report on the transfer of local road functions from the Region to the City for Development Control, Encroachments and Road Closures.

In January 1980, the Region took over the engineering, design and construction of City roads, sidewalks and ancillary facilities.

In 1991, the position of Transportation Planning Engineer (Roads) now Operations Engineer was transferred to the City from the Region. The following responsibilities accompanied this transfer:

1. Programming and administration of the City's Reconstruction and Local Improvement Programs.
2. Preparation of the Capital and Current Budget for the City street system, including pedestrian paths, wheelchair ramps, slurry seal program, mountable curb replacements, catch basin construction to alleviate ponding problems on roadways and streetlighting.
3. Administration of public alleys and walkways.
4. Administration of the Road Needs Study which is a requirement of the Ministry of Transportation.

Presently the Region's Roads Department performs the following functions for the City of Hamilton:

- i) Designing and Supervising of the Construction of Improvements to the Local Road System (Capital Budget) - All improvements and work on the local road system including estimate preparation, full design, tendering and contract supervision and administration services. The Region invoices the City for design engineering, construction supervision and administration and 7% overhead charges.
- ii) Surveys and Roadway Widening - The responsibility for the acquisition of lands required for widening or altering local roads rests with the Property Department, Public Works Department and Law Department. The legal surveys required are performed by the Regional Surveyor. All engineering survey work is performed by the Region.
- iii) Railway Matters - All matters pertaining to Railways in the City of Hamilton, including rehabilitation of railway crossings on local roads and administration of automatic protection system charges for level crossings on City streets.
- iv) Bridge Maintenance and Rehabilitation - the administration of functions pertaining to the maintenance and rehabilitation of City bridges.

- v) Streetlighting - The Region is responsible for the maintenance of decorative lighting installed under the Downtown Action Plan.
- vi) Development Control - All municipal engineering functions related to the planning process are performed by the Region. This includes providing advice on zoning, severance and minor variance applications and dealing with neighbourhood plans, subdivision agreements and site plan agreements.
- vii) Surface Drainage - Processing and reviewing lot grading, paving of parking lots, improvements to water courses, subdivision drainage and drainage complaints are dealt with by the Region.
- viii) Administration - All administration regarding routine permits and approvals associated with the road system. These include: overweight/width/height permits, pavement cut permits, encroachment permits and agreements, public utility "Municipal Consent" permits and temporary occupation of road allowance permits. The Roads Department assists the Traffic and Public Works Department in the enforcement of the Streets By-Law by investigating complaints in the field and through correspondence directing compliance with the By-Law.

The general duties that would accompany the transfer of local road functions would include the following:

Development Control

Co-ordination and implementation of subdivision agreements for City land development. Review and verify subdivision design for compliance with municipal standards. Review and approval of land drainage in subdivisions, site plans, zoning and severance applications. Investigation and resolution of drainage problems. Review of development applications as they pertain to transportation matters. Undertaking or directing transportation studies required as a result of development activity. Supervision of the construction of municipal services in subdivisions.

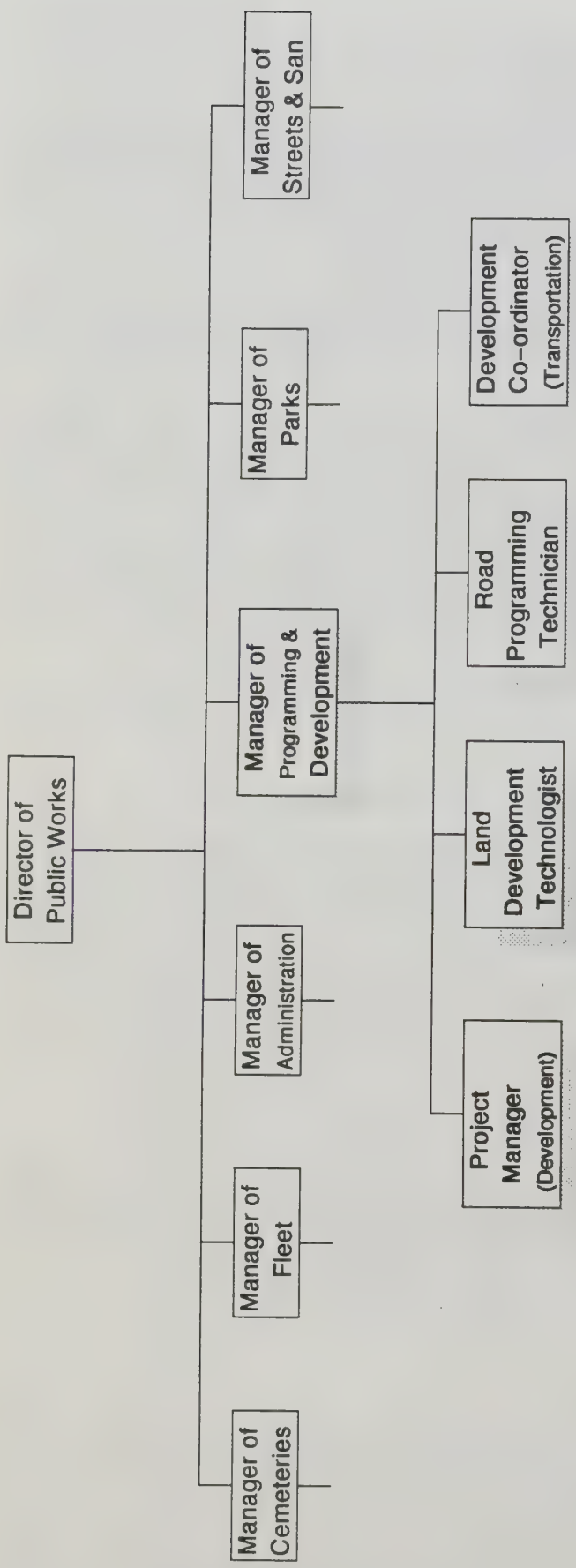
Encroachments and Road Closures

Administration of the City's Streets By-Law. Process and obtain approval of road allowance, alley and walkway closures. Co-ordinate and obtain approval on the use of City road allowance for special events, encroachments and banner applications.

RPM
RPM:jh
Atch.

c.c. J. G. Pavelka, P.Eng.
Chief Administrative Officer
J. Johnston, Commissioner of Human Resources
D. W. Vyce, Director of Property
A. Ross, City Treasurer
P. Noé Johnson, City Solicitor

PUBLIC WORKS DEPARTMENT



1994 - February

6 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 April 22
809-10 S. Szigeti


REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: Trees to be removed for the proposed
Iona Sanitary Trunk Sewer on City,
Regional and Ontario Hydro's property R-94-38

RECOMMENDATION:

That permission be granted to the Region to remove four (4) trees on City property on Iona Avenue, from west of Yarmouth Court easterly to the end of street (2 trees), and on land just east of Iona Avenue (2 trees) in connection with the proposed Iona sanitary trunk sewer.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the Region's Iona Sanitary Trunk Sewer Capital Budget.

BACKGROUND:

For the installation of Iona Sanitary Trunk Sewer along Ontario Hydro Utility Corridor, Regional lands and City of Hamilton property, from Bowman Avenue westerly, it is necessary to remove a certain number of trees. The removal will be carried out by the City's Forestry Section. Under the City of Hamilton By-Law No. 92-155 respecting trees, passed by Council on June 30, 1992; subsection 5(2) does not permit the removal of healthy public trees. However, under subsection 7(2), City Council may only under exceptional circumstances approve the removal of healthy public trees.

Subject to subsection 10(2) if approval to remove the trees is granted, "the applicant shall pay the City the cost of removing the trees plus the cash value of the trees as established by the Ontario Shade Tree Council and the International Society of Arboriculture-Canada Inc."

Cont'd

- page 2 -
April 22, 1994

Cont'd

Presently there are various deciduous trees (4), as outlined below on City of Hamilton road allowance which will require Council approval prior to them being removed.

Removed:

- A) 10" diameter Linden tree in good condition (tree #2), west of Yarmouth St.
- B) 8" diameter Mountain Ash tree in poor condition (tree #13) opp. Granton St.
- C) 5" diameter Linden tree in good condition (tree #19) east of Iona Ave.
- D) 5" diameter Linden tree in good condition (tree #20) east of Iona Ave.

(see attached sketches; "Tree removal plan, sheets 1 to 2
"Tree re-planting plan, sheets 1 to 3)

In addition to the City trees, there are also 26 various trees as per attached map list which are to be removed from Ontario Hydro property. A further 36 small cedar trees and bushes on Ontario Hydro property will be mechanically dug and inserted into wire baskets so as they can be re-installed back in their original locations following completion of this project. If for some unforeseen reason this cannot be accomplished, then the trees will be cut down and new material installed.

The Region will assume all the tree removal and replacement related costs. Upon considering the plan to plant back some 79 various trees on the City road allowance, it would appear that this would be more than adequate compensation as outlined in the City's Tree By-law.

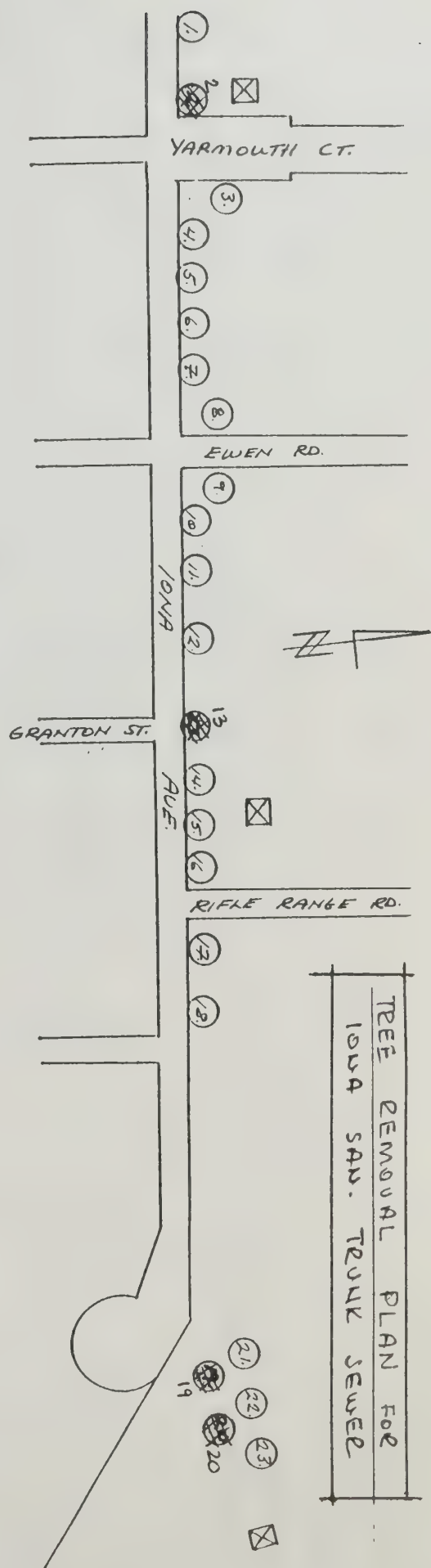
. Restoration Plan costs	\$14,000.00	
. Cash value of City trees		\$ 4,000.00
. Removal costs	\$ 3,600.00	
. Cost to mechanically dig 36 various small trees and shrubs, install stake and mulch new replacement material, including initial program	\$ 4,700.00	
. After care program, water, weed removal, trim for one year	<u>\$ 2,000.00</u>	
Estimated Total Cost	\$24,300.00	

Attached for the information of the Committee is:

Schedule 1 - "Tree removal plan, sheets 1 to 2"
Schedule 2 - "Tree replacement plan, sheets 1 to 4"

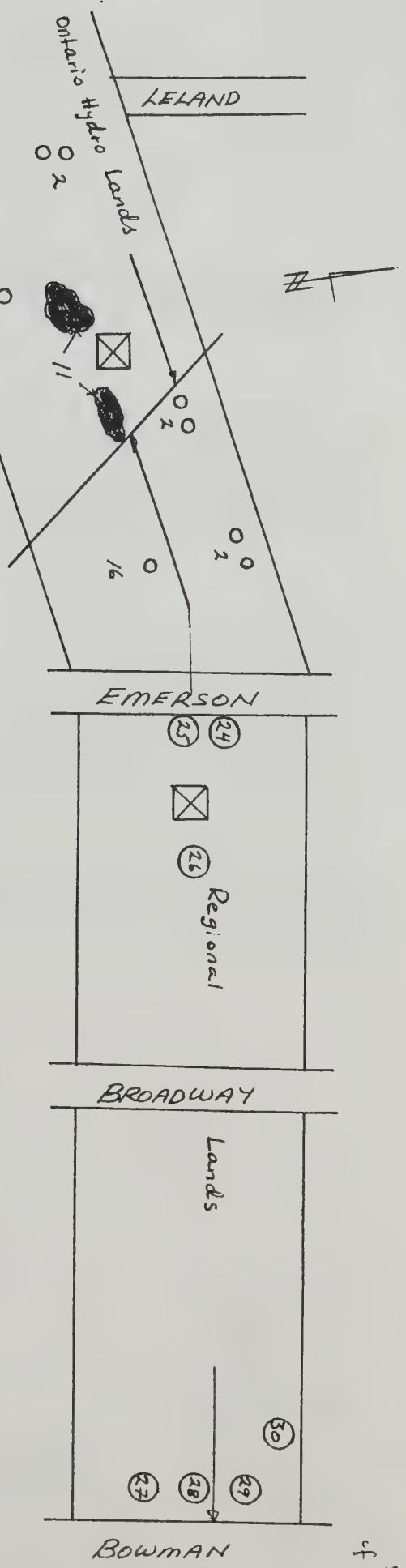
SS:ljm

TREE REMOVAL PLAN FOR
1004 SAN. TRUNK SEWER



#	TREE	DBH	HT.	CONDITION	#	NAME	DBH	HT.	CONDITION
1.	MOUNTAIN ASH	9"	15'	GOOD	14.	MOUNTAIN ASH	14"	20'	GOOD
2.	LINDEN	10"	20'	GOOD	15.	MOUNTAIN ASH	14"	20'	GOOD
3.	RED OAK	10"	18'	GOOD	16.	MOUNTAIN ASH	15"	20'	GOOD
4.	HONEYLOCUST	8"	18'	GOOD	17.	CRAIG APPLE	7"	14'	GOOD
5.	HONEY LOCUST	9"	20'	FAIR - TRUNK WOUND	18.	HONEY LOCUST	12"	26'	GOOD
6.	HONEY LOCUST	11"	22'	FAIR - TRUNK WOUND	19.	LINDEN	5"	12'	GOOD
7.	NORWAY MAPLE	12"	26'	GOOD	20.	LINDEN	5"	12'	GOOD
8.	LINDEN	2"	10'	POOR - TRUNK WOUND	21.	LINDEN	4"	12'	GOOD
9.	NORWAY MAPLE	12"	20'	GOOD	22.	LINDEN	2 1/2"	12'	GOOD
10.	HONEYLOCUST	15"	26'	GOOD	23.	LINDEN	4 1/2"	12'	GOOD
11.	HONEYLOCUST	14"	26'	GOOD					
12.	HONEY LOCUST	14"	26'	FAIR - TRUNK WOUND					
13.	MOUNTAIN ASH	8"	18'	POOR - MAJOR LEAN, TRUNK WOUND CROTCH DECAY					

SCHEDULE	1
CITY TREE	4
HYDRO TREE	14



#	TREE	DBH	HT.	CONDITION
24.	ELM	3"	15'	FAIR
25.	ELM	1 1/2"	25'	FAIR
26.	CATALPA	8"	30'	GOOD
27.	NORWAY	10 1/2"	28'	FAIR - TRUNK WOUN
28.	NORWAY	9 1/2"	24'	FAIR - WEAK CROT.
29.	NORWAY	11 1/2"	24'	FAIR
30.	NORWAY	6 1/2"	15'	GOOD

- ☒ TOWER
- City Lands
- ⊕ Regional Lands 7
- TO BE SPAOE 36

TOTALS IN SUMMARY

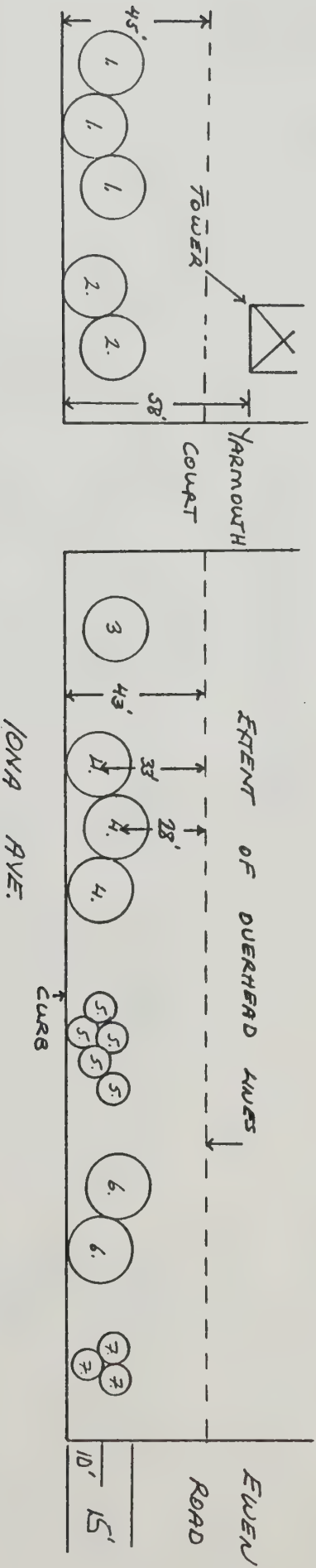
- CITY TREES TO BE REMOVED 4
- ONTARIO HYDRO TREES TO BE REMOVED 26
- SMALL CALIPER TREES AND SHRUBS TO BE MECHANICALLY DUG, THEN RETURNED 36

BOTANICAL NAME

COMMON NAME

TREE RE-PLANTING PLAN
FOR IOWA SAN. TRUNK SEWER

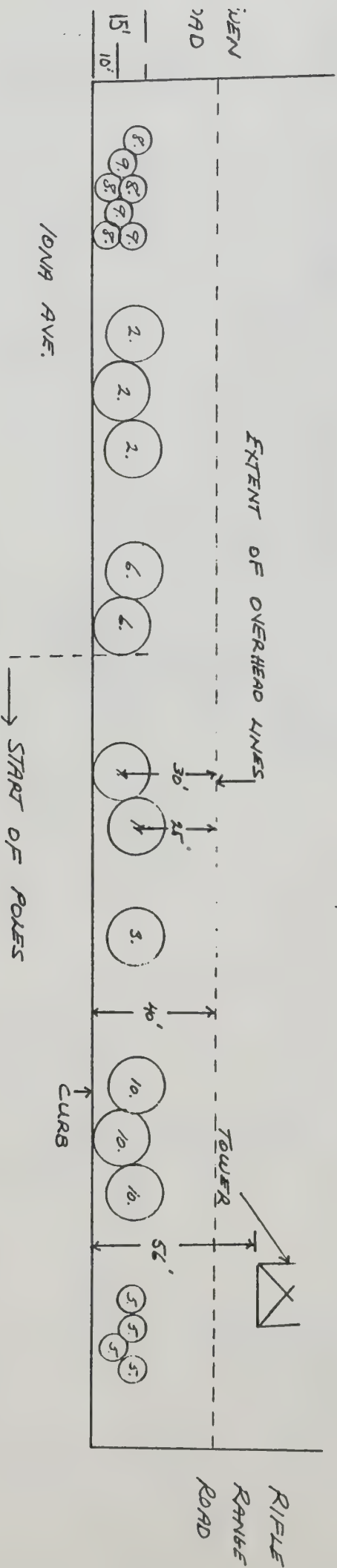
- | | | |
|----|--|--------------------|
| 1. | <i>Cercis canadensis</i> | Redbud |
| 2. | <i>Syringa reticulata</i> 'HOARY SILK' | Ivory Silk Tree |
| 3. | <i>Acer glabrum</i> | Amur maple |
| 4. | <i>Pyrus calleryana</i> 'GRADFORD' | Bradford Pear |
| 5. | <i>Magnolia stellata</i> | Star Magnolia |
| 6. | <i>Amelanchier arborea</i> | Downy Serviceberry |
| 7. | <i>Forsythia x media</i> 'SPECTABILIS' | Shady Forsythia |



SCHEDULE 2

SCALE $\frac{1}{4}" = 10'$

BOTANICAL NAME	COMMON NAME
8. <i>Cornus sericea</i>	Red osier dogwood
7. <i>Cornus sericea</i> 'Flaviramosa'	Yellowtwig dogwood
2. <i>Syringa reticulata</i> ' Ivory Silk'	Ivory Silk Tree
6. <i>Amelanchier arborea</i>	Downy Serviceberry
1. <i>Cercis canadensis</i>	Redbud
3. <i>Acer ginnale</i>	Amur Maple
10. <i>Cornus alternifolia</i>	Flagbush Dogwood
5. <i>Magnolia stellata</i>	Star magnolia

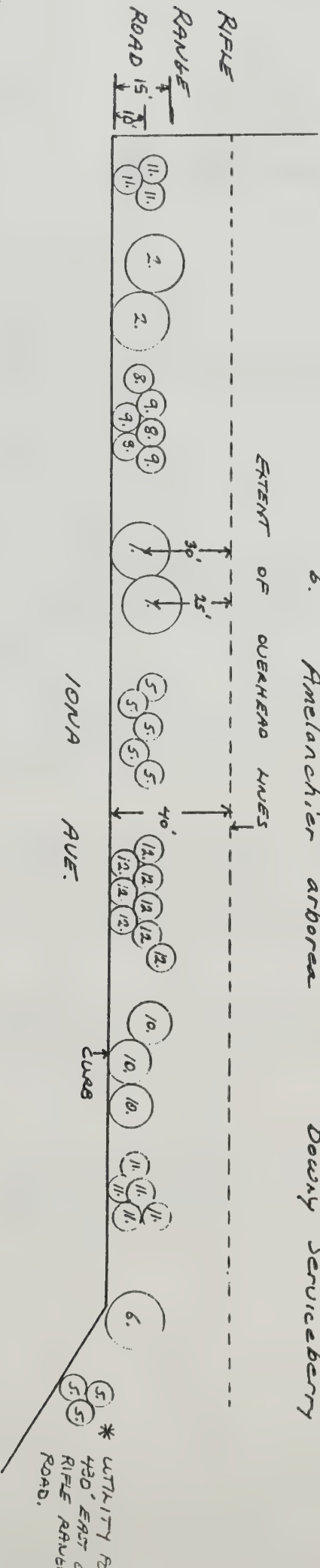


SCALE 1/4" = 10'

BOTANICAL NAME

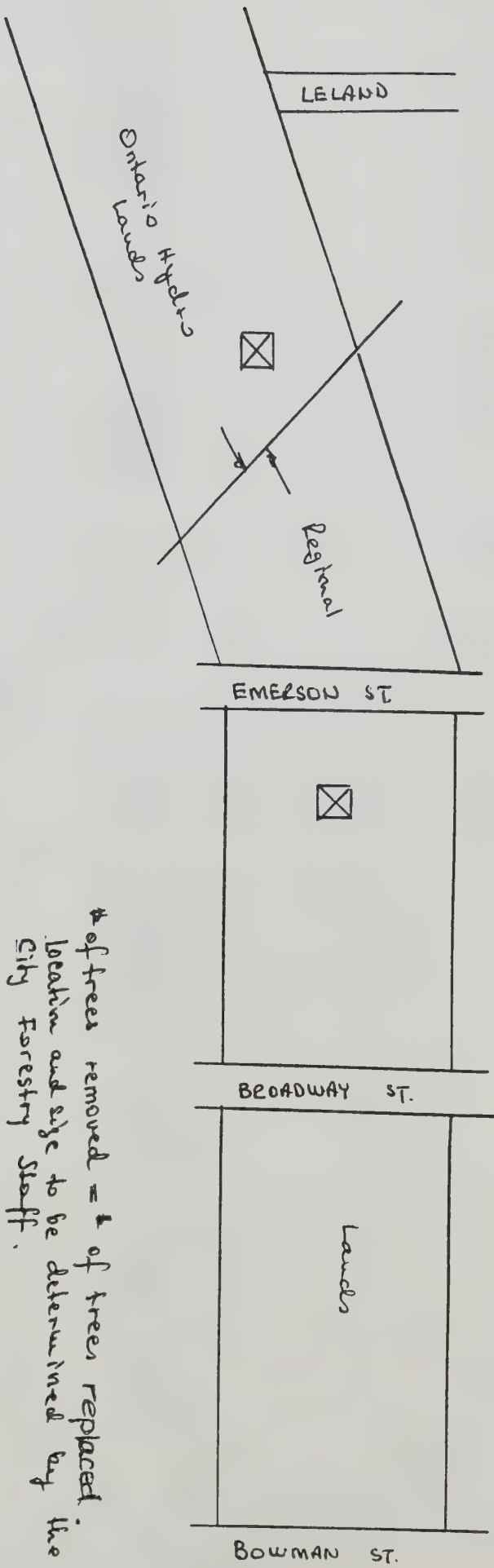
COMMON NAME

- | | | |
|-----|--|------------------------|
| 11. | <i>Prunus x cistena</i> | Purple-leaf Sandcherry |
| 2. | <i>Syringa reticulata</i> ' Ivory Silk ' | Ivory Silk Tree |
| 8. | <i>Cornus sericea</i> | Red Osier Dogwood |
| 9. | <i>Cornus sericea</i> ' FLAVIRAMEA ' | Yellowtwig Dogwood |
| 1. | <i>Cercis canadensis</i> | Redbud |
| 5. | <i>Magnolia stellata</i> | Star magnolia |
| 12. | <i>Cotinus coggygria</i> | Sneke Bush |
| 10. | <i>Cornus alternifolia</i> | Pagoda Dogwood |
| 6. | <i>Amelanchier arborea</i> | Dowry Serviceberry |



79 CHARLES PLANTS TO BE INSTALLED.

SCALE $\frac{1}{4}$ " = 10'



of trees removed = # of trees replaced.
 location and size to be determined by the
 City Forestry Staff.

6 (c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 April 22
60.31.10 (ID 182) J. van der Mark
T111-07 G.S. Aston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Regional Bicycle Network Programme
Installation of Bicycle Racks
within Hamilton-Wentworth Region (R-94-40)

RECOMMENDATION:

- a) That the Region of Hamilton-Wentworth and its agents or contractors, be permitted to install and maintain bicycle racks upon the road allowances of City of Hamilton streets, subject to the following criteria:
 - i) the Region will indemnify and save the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss arising from the permission herein granted;
 - ii) bicycle racks shall not be placed/installed:
 - aa) in such a manner as, in the opinion of the City, may obstruct pedestrian traffic and in no case, shall a bicycle rack be placed on a sidewalk having a width of 2.0 metres or less;
 - bb) within 6.0 metres of any fire hydrant;
 - cc) so as to interfere with or obstruct any street maintenance operation and in no case, shall a bicycle rack be within 11.0 metres of a bus stop during the months of December to April, inclusive of each year;

Cont'd...

Regional Bicycle Network Programme
Installation of Bicycle Racks within the Hamilton-Wentworth Region

Cont'd...

- dd) at bus stops with transit shelters where advertising is on the transit shelter. This restriction is not to apply to bicycle racks for charitable organizations or for bicycle racks without advertising;
 - ee) until prior approval of each bicycle rack location is received from the Commissioner of Transportation/Environmental Services, and in all commercial areas bicycle racks shall not be installed without first obtaining the approval of the Neighbourhood Business Association. All bicycle racks shall be maintained to the satisfaction of the Commissioner of Transportation/Environmental Services.
- b) That all maintenance and repairs to the bicycle racks must be made so as not to interfere with pedestrian traffic or the travelled portion of the roadway.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On May 4, 1993, Regional Council approved that the Region enter into an agreement with Cycle-Stop Displays Inc. for the installation of bicycle racks throughout the Region. The provision and installation would be at no cost to the Region. The bicycle racks, carrying advertising, would be at public libraries, public parking lots and in business areas.

Cont'd...

-Page 3-
April 22, 1994

Regional Bicycle Network Programme
Installation of Bicycle Racks within Hamilton-Wentworth Region

Cont'd...

The Region is currently finalizing an agreement with Cycle-Stop Displays Inc. The agreement will require Cycle-Stop to carry the appropriate insurance with the Region and each of the six area municipalities as additional named insureds. The Region will also apply location criteria similar to those applied with respect to benches which have advertising and are located on the road allowance. The exception to this policy is that advertising will be placed on the bicycle racks in the downtown area whereas this is not permitted for benches. This was considered reasonable as a large portion of the racks would be located there, it being the terminus of many bicycle trips to work.

Bike racks in business areas will be installed within the road allowance. Since some business areas are along City streets (e.g. Westdale Business Improvement Area (B.I.A.)), the City is requested to participate in this programme at no cost to the City. The location of the racks will be selected in consultation with the appropriate B.I.A.

The bike racks consist of a horizontal bar with loops under to stabilize the bicycles and pass a "U" lock through the rack and bicycle frame ("lean & lock" type). A panel provides space for advertising and information. The colour of the racks will be blue.

Authority to install bicycle racks on municipally owned parking lots and adjacent to public libraries is also being requested from the Hamilton Parking Authority and the Hamilton Public Library Board.

GA GA/Jv/mjp

CITY OF HAMILTON

- RECOMMENDATION -

6(d)

DATE: 1994 April 26
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: St. Mary's Holy Spirit Fraternity Festival

R-94-39

RECOMMENDATION:

That the Committee review the request of St. Mary's Church to close Sheaffe Street from Park Street easterly in order to hold a festival on Saturday May 21, 1994, from 4:00 pm to 1:00 am Sunday May 22, 1994, Sunday May 22, 1994 from 4:00 pm to 11:00, Saturday 4:00 pm to 1:00 am Sunday June 26, 1994, and Sunday June 26, 1994 from 4:00 pm to 11:00 pm.

Should your Committee approve the event, it should be subject to the following conditions;


- a) That approval from Regional Police Services be received;
- b) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and Region as an added insured party with a provision for cross liability, and holding the City and Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- d) That all barricading be supplied by and at the expense of the applicant;
- e) That "Temporary Road Closure" signs be installed in advance by the Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

cont'd...

St. Mary's Holy Spirit Fraternity

cont'd...

- f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- i) That a temporary exemption from Noise Control By-law 79-292 be granted to the applicant.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from St. Mary's Church to hold a religious parade and festival on Saturday May 21, 1994 and Sunday May 22, 1994.

On Saturday May 21, a parade will begin at 11:00 am and be completed by 1:00 pm. At 4:00 pm the festival will begin and the applicant is seeking permission to continue the festival to 1:00 am Sunday. The applicant is also requesting permission for similar events on Sunday May 22, 1994, with the festival ending at 11:00 pm.

The festival is expected to attract approximately one thousand people and will consist of a bazaar and live entertainment. The entertainment will consist of a band contest and the applicant is requesting that the music be allowed to continue till 1:00 am Sunday morning.

cont'd...

Page 3
April 26, 1994

St. Mary's Holy Spirit Fraternity

cont'd...

On Thursday April 20, 1994 staff held a meeting with the applicant and the municipal departments involved, including the City Noise Control Officer. At that time the applicant expressed concern of discontinuing the outdoor entertainment at 11:00 pm.

The event organizer was informed of the City of Hamilton Noise Control By-law 79-292 section 2. (1) which prohibits the creation of sound (loud music) which is clearly audible, and is likely to disturb inhabitants, between the hours of 11:00 pm and 7:00 am. The applicant is seeking a temporary exemption from this By-law claiming that the reduced hours of the festival will inhibit their abilities to raise funds for the groups and individuals they support throughout the community.

This Department has received a petition from the area residents, a copy of which is attached, and they indicate support for not only the festival, but for the extended hours that contravene the noise by-law.

As Regional Police Services indicate that the appropriate pedestrian and vehicular traffic control and detour routes can be provided for the festival, this Department is in favour of the event. We do, however, seek Committee direction with regard to the extended hours for the festival.

 JKC:

cc: R. Morrow, Mayor, City of Hamilton
cc: M. Main, Director, City of Hamilton Traffic Department
cc: P. C. D. Schwalm, Special Events Coordinator, Regional Police, Traffic Division
cc: D. Lobo, Director, City of Hamilton Public Works Department

6(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 April 26
T103 23 (6) V. M. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: March for Jesus
June 25, 1994

R-94-41

RECOMMENDATION:

That the Committee review the request of J. Goodwin, agent for The March for Jesus Committee (304 Eastdale Boulevard, Stoney Creek) to temporarily close the following City Road in Hamilton on Saturday June 25, 1994, between 1:30 and 6:00pm to hold the March for Jesus parade:

- i) Ferguson Street from Wilson Street to King Street
- ii) MacNab Street from King Street to Main Street West

Should your Committee approve the event, it should be subject to the following conditions:

- i) That approval from Regional Police Services be received;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region of Hamilton-Wentworth as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;


cont'd...

- page 2 -
April 25, 1994

March for Jesus

Cont'd...

- v) That temporary road closure signs be installed in advance by the City of Hamilton, Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E.M. Gill, P. Eng

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from J. Goodwin, agent on behalf of the March for Jesus Committee, to parade through downtown Hamilton on Saturday, June 25, 1994. The March for Jesus group is a worldwide interdenominational Christian Organization which holds marches simultaneously throughout the world on this day. The purpose of these marches is to unite Christians globally for peace. For 1994, the Hamilton March for Jesus Committee will be responsible for organizing the March for Jesus Parade as a feature of the Fourth Canadian Christian Festival which will be also hosted by Hamilton on June 23 through June 26, 1994. The Hamilton March for Jesus has been designated the Southern Ontario regional march by the March for Jesus Canadian National Office.

Con't...

- page 3 -
April 25, 1994

March for Jesus

Con't...

The applicant has requested a different route than that of 1993. The march will form up on the north curb lane of York Boulevard in front of Sir John A MacDonald School and westward as far as Queen Street. The event will begin at 1:30pm with participants proceeding eastward on York Boulevard and Wilson Street to Ferguson Street, south on Ferguson Street to King Street, west on King Street to MacNab Street, south on MacNab Street to Main Street and west on Main Street to City Hall's forecourt for the closing ceremonies to take place from 4:00 to 6:00pm.

The march will require the use of two lanes on all of the following streets; York Boulevard (north side to Bay Street and then south side to James Street), Wilson Street (south side), Ferguson Street (west side), and Main Street (south side). A full road closure (buses allowed) between 1:00 and 4:00pm will be required on Bay St from King Street to Cannon Street and King Street from Ferguson Street to MacNab Street and on MacNab Street from King Street to Main Street. On Main Street, two lanes on the north side will be left open to allow for buses and emergency vehicle access. Pylons will be placed along the route and parade marshals will be appointed by the organizers to ensure safety. Along the route, all intersection traffic will be maintained. This is possible because the parade will be in sections, each being lead by a sound truck. Sections can be delayed at intersections to allow for traffic movements.

The adjacent business and residents will be notified through radio and newspaper by the applicant one week prior to the date of the event.

We have notified the affected municipal departments and no objections have been received. Regional Police Services and Hamilton Street Railway indicate that the appropriate traffic control and detour routes can be provided for as required. Regional Police Services have submitted costs that pertain to the duration of the parade. These costs are as follows:

38 Officers for bus and traffic control	\$ 6194.00
1 Sergeant	\$ 264.00
1 Dispatcher	<u>\$ 132.00</u>
Total Police Costs	\$ 6590.00

The City of Hamilton Traffic Department will be posting eight "Temporary Road Closure" warning boards signs cost of \$1200.00 and will be modifying "No Parking" at a cost of \$400. for a total cost of \$1600.

cont'd...

- page 4 -
April 25, 1994

March for Jesus

Cont'd...

This amount will be drawn from the Regional General Grant Programme established to pay for municipal costs associated with Special Events.

This Department has circulated notices of this event to the downtown Merchants and the B. I. A.. Eatons and Jackson Square have indicated they are not in favour of this event as they believe it will have a negative impact on their sales for that day. No other objections were received.

Although the closure may have a negative impact on downtown businesses, it should be noted that, 20,000 people are expected to attend the festival and an additional 15,000 people are expected to attend the march on the Saturday.

 VMZ:dh

cc: R. Morrow, Mayor, City of Hamilton
P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
M. Main, Director of Traffic Services
D. Lobo, Director, Public Works Department



1994 June 14

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1994 June 20

9:30 a.m.

Room 233, City Hall



Tina Agnello, Acting Secretary
Transport and Environment Committee

A G E N D A

1. PUBLIC MEETINGS REGARDING ALTERATIONS TO HIGHWAYS

- (a) Dundurn Street, south of Aberdeen
- (b) Dana Drive/Norrie Avenue

2. PUBLIC MEETINGS REGARDING ROAD CLOSURES

- (a) Proposed Closure; East/West Alley Adjacent to 13 Walnut Street North to 34.83m Westerly;
- (b) By-law to stop-up, close, retain and authorize the sale of part of Upper Kenilworth Avenue, as established by By-law 93-222;

3. SENIOR DIRECTOR OF ROADS DEPARTMENT

- (a) Temporary Road Closure:
Hess Street South between Main Street and King Street
- (b) Trial Closure of Mead Avenue
- (c) Amendment to City of Hamilton Subdivision Agreement and City of Hamilton Modified Subdivision Agreement

Transport and Environment Committee

Wednesday, 1994 June 20

4. **DIRECTOR OF PUBLIC WORKS AND DIRECTOR OF TRAFFIC SERVICES**

Crescent Oil

5. **CONSENT AGENDA**

6. **DIRECTOR OF PUBLIC WORKS**

- (a) Mayor's Task Force and Downtown Issues and Renewal
- (b) White Goods Collection and CFC Demonstration Project
- (c) Pavement Management System
- (d) Proposed Reconstruction of the South Leg of King Street Between John and Hughson Streets

7. **DIRECTOR OF TRAFFIC SERVICES**

Upper Sherman Avenue and Berko Drive/Southampton Drive - School Crossing Guard

8. **DELEGATIONS**

- (a) Mayor Robert Morrow Re:
 - i) Access Routes to the Harbour
 - ii) Beautification of same
- (b) Downtown Action Plan Co-ordinating Committee Re: Alleyways and Litter Containers

9. **OTHER BUSINESS**

8. **ADJOURNMENT**

**Transport and Environment Committee
Outstanding Items**

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
3.	Walkway - Fonthill Road to Upper Paradise Road - Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79	1993 Dec. 6	Ald. Ross Ald. D'Amico	Report Back 1994 February
4.	Intersection of Bell Manor and Berkindale Drive	1993 Dec. 6	Delegation - Ald. F. Eisenberger	Tabled for a Delegation
5.	Closure and Conveyance of original unopened road allowance, rear of 1688 Main Street West	1994 January 31	Ald. M. Kiss	Tabled for a Public Meeting
6.	West side of Oriole Crescent between Martha Street and Glengrove Avenue	1994 Feb. 28	Ald. D. Wilson	Tabled
7.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
8.	Crescent Oil	1994 Feb. 28	Management Team	Report Back
9.	Parking Regulations - Kinsley Drive and Broker Drive	1994 April 18	Director of Traffic Services	Status Report August, 1994

Kevin C. Christenson, Secretary
1994 June 20

1a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 15

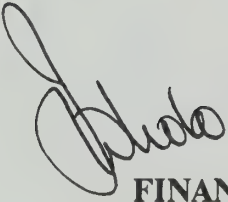
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Alteration to a Highway
Dundurn Street South, South of Aberdeen Avenue

RECOMMENDATION:

That the appropriate By-law to alter Dundurn Street South, south of Aberdeen Avenue be enacted.




FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1994 May 10, Council in adopting Item 42 of the 8th Report of the Transport & Environment Committee, authorized the advertisement of the proposed alteration to Dundurn Street South.

After hearing objectors (if any), if the Committee resolves to proceed with the alteration, the attached draft By-law should be forwarded to Council for enactment.


DL/RPM/jdh
Attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO ALTER DUNDURN STREET SOUTH BY INSTALLING A
TEMPORARY CURB STONE ISLAND WITHIN
A PORTION OF THE STREET**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS this portion of highway known as Dundurn Street South is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 42 of the 8th Report of the Transport and Environment Committee on May 10, 1994, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Dundurn Street South as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to a portion of Dundurn Street South for the purpose of installing a temporary curb stone island within the travelled portion of the highway, as illustrated in Schedule "A" attached hereto.
2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1994.

CITY CLERK

MAYOR

1b)

CITY OF HAMILTON

RECOMMENDATION

DATE: 1994 June 15

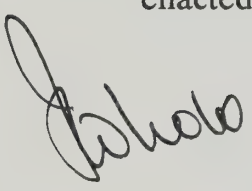
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Alteration to a Highway
Dana Drive/Norrie Avenue Intersection

RECOMMENDATION:

That the appropriate By-law to alter Dana Drive/Norrie Avenue Intersection be enacted.




FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1994 May 10, Council in adopting Item 29 of the 8th Report of the Transport & Environment Committee, authorized the advertisement of the proposed alteration to Dana Drive/Norrie Avenue Intersection.

After hearing objectors (if any), if the Committee resolves to proceed with the alteration, the attached draft By-law should be forwarded to Council for enactment.


DL/RPM/jdh
Attach.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO ALTER THAT PORTION OF DANA DRIVE AND
NORRIE AVENUE WHERE THE TWO STREETS MEET**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portions of the hereinafter referred to highways known as Dana Drive and Norrie Avenue are local roads under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 29 of the 8th Report of the Transport and Environment Committee on May 10, 1994, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Dana Drive and Norrie Avenue as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to those portions of Dana Drive and Norrie Avenue, at the corner where the two streets meet, for the purpose of widening the travelled portion of the said streets, as illustrated in Schedule "A" attached hereto.
2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1994.

CITY CLERK

MAYOR

2a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 May 31
T103-03 (307) J. K. Clairmont

JUN 10 1994

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: Proposed Closure; East/West Alley adjacent to
Municipal #13 Walnut Street North to 34.83m Westerly **R-94-42**

RECOMMENDATION:

- i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the East/West Alley adjacent to #13 Walnut Street North, from Walnut Street North to 34.83m Westerly;
- ii) That the Applicant register a reference plan prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;
- iii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;
- iv) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990;
- v) That the applicant provide an easement to Hamilton Hydro-Electric System for their existing plant within the closure area.
- vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.



E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City of Hamilton Parking Authority has submitted a request to close the East/West Alley adjacent to #13 Walnut Street North to 34.83m westerly.

Cont'd ...

1994 May 31

Proposed Closure: 13 Walnut Street North

Cont'd

The subject alley is in the block surrounded by King Street, Walnut Street, King William Street and Mary Street. The alley was assumed by City By-law 1473, in 1913 and registered as Instrument No.145372.

The Parking Authority owns land on both sides of the subject alley and their intent is to merge the property south of the alley with the lands to the north, known as Municipal Carpark #5.

This Department has circulated a notice of closure to the affected municipal departments, public utilities and abutting property residents/owners. No objections have been received from any municipal department or public utility company.

The results of the notification to residents and owners are as follows:

Total number circularized: 178

In favour: 16

Opposed: 4

No response: 158

Leathers Ltd., the tenant at 18 Mary Street, is opposed to the closure as they believe access to a loading dock at the rear of their store on Mary Street will be denied. Staff have investigated and believe that access to the rear of the store can be maintained. Trucks delivering goods could back down the alley from Mary Street to the existing side door and drive out onto Mary Street when departing.

Leathers Ltd. is also concerned that access to their store at 157 King Street East would be denied. However, the proposed closure will not impact on the King Street store. Deliveries are made to the rear of the King Street properties via an existing right of way from Walnut Street westerly. The subject alley is a further forty four feet north.

The two other area responses were regarding the safety of pedestrian and vehicular traffic on Mary Street. However, this would not be compromised as a result of the closure.

Hamilton Hydro has informed this Department that there are three wood poles, two transformers and associated high voltage and low voltage wire in the subject alley. They therefore request that an easement be granted by the applicant in their favour.

Since there have been no objections from any municipal departments and the concerns of the area residents and businesses can be accommodated, this Department is in favour of the closure.

 JKC:

cc: A. Zuidema, Law Department
cc: M. Watson, Property Department

REGISTRAR'S COMPILED 1393

IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE - 1:200

KIN M. LAU, ONTARIO LAND SURVEYOR
1993

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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DATE: Feb. 2/1993
KIN M. LAU, O.L.S.
MANAGER OF LEGAL SURVEYS

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF THE PLANNING ACT

KING WILLIAM STREET

3.668 WIDE ALLEY

3.048 WIDE ALLEY

PART 1

ALLEY

LOT 22

REGISTRAR'S LOT 20

PROPOSED ALLEY
CLOSURE

COMPILED #139
WALNUT
LOT
PART 2

PART 10

PART 9

PART 8

PART 7

PART 6

PART 5

PART 4

PART 3

PART 2

PART 1

KING STREET

(CONFIRMED BY PLAN BA-784, REGISTERED AS INST. 400465, AB)

NOTE

- PL - DENOTES REGISTRAR'S COMPILED PLAN 1393
- PL1 - DENOTES PLAN 62R-10165
- PL2 - DENOTES PLAN 31-704
- PL3 - DENOTES PLAN 197-138172A.B.

NOTE

BEARINGS HEREON ARE ASTROPHORIC AND ARE REFERRED TO THE TRUE LINE OF WALNUT STREET ON A COURSE OF 81° 19' 21" E AS CONFIRMED BY PLAN BA-784, REGISTERED AS INST. 400465, AB.

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER;
- THE SURVEY WAS COMPLETED ON THE 14th DAY OF JAN 1993

Feb. 2/1993

DATE

KIN M. LAU - O.L.S.

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH			
TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP			
PREPARED BY: [Signature]	FILE NO. []	DATE: []	DATE: []
MANAGER OF LEGAL SURVEYS [Signature]		O.L.S.	
PLAN No. RB-H-490 SURVEYS			

26
JUN 10 1994

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 09
S610-03 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

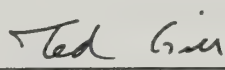
FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

By-Law to stop-up, close, retain and authorize the sale of part of Upper Kenilworth Avenue, as established by By-Law 93-222. (R-94-46)

RECOMMENDATION:

- a) That the appropriate By-Law for the closure, retention and sale of portions of Upper Kenilworth Avenue, designated as Parts 1, 13 to 31, on Plan 62R-12931, be forwarded to City Council for enactment.
- b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

- a) The City Council at its meeting on 1994 January 25, adopted Item 32 of the 1st Report of the Transport and Environment Committee, which authorized the City to stop-up, close, retain and sell part of Upper Kenilworth Avenue.

(Cont'd pg 2)

Page 2


1994 June 09

By-Law to stop-up, close, retain and authorize sale of part of Upper Kenilworth Avenue

BACKGROUND (Cont'd):

- b) The City Council approved the sale and retention of the stopped and closed parts;
1. Parts 21 and 22, on Plan 62R-12931, to be sold to Dan Cooper and Sherrill Dawn Marie Cooper or their successors in title for the sum of \$501.00; and
 2. Parts 20 and 23, on Plan 62R-12931, to be sold to Maria Benvenga or her successors in title for the sum of \$501.00; and
 3. Parts 19 and 24, on Plan 62R-12931, to be sold to Charlie Cino and Patricia Cino or their successors in title for the sum of \$501.00; and
 4. Parts 18 and 25, on Plan 62R-12931, to be sold to Ronald Roscovich and Janet Roscovich or their successors in title for the sum of \$501.00; and
 5. Parts 17 and 26, on Plan 62R-12931, to be sold to Samuel Benjamin and Joan Benjamin or their successors in title for the sum of \$501.00; and
 6. Parts 16 and 27, on Plan 62R-12931, to be sold to James Johnman and Agnes Johnman or their successors in title for the sum of \$501.00; and
 7. Parts 15 and 28, on Plan 62R-12931, to be sold to Ralph Condello and Elaine Condello or their successors in title for the sum of \$501.00; and
 8. Parts 14 and 29, on Plan 62R-12931, to be sold to Dimetrius Giovis and Evaggelia Giovis or their successors in title for the sum of \$501.00; and
 9. Parts 13 and 30, on Plan 62R-12931, be sold to Stanley Charkot and Alicia Charkot or their successors in title for the sum of \$501.00; and
 10. Parts 1 and 31, on Plan 62R-12931, be retained by the Corporation of the City of Hamilton.

We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 301 of the Municipal Act. To date, no objections have been received. Therefore, it is necessary to pass this By-Law in order to complete the sale.

 cb:HS/KML
Encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

TO STOP-UP, CLOSE, RETAIN AND AUTHORIZE THE SALE OF
PART OF UPPER KENILWORTH AVENUE
AS ESTABLISHED BY BY-LAW NO. 93-222

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 32 of the 1st Report of the Transport and Environment Committee on 1994 January 25, authorized the City to stop-up, close, retain and sell part of Upper Kenilworth Avenue, as established by By-Law 93-222, being more particularly described as Parts 1, 13 to 31, on Plan 62R-12931;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of Upper Kenilworth Avenue described as;

Those parts of Lot 3, Concession 7, in the geographic township of Barton, designated as Parts 1, 13 to 31, on Plan 62R-12931.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Are hereby stopped and closed.

2. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 21 and 22, on Plan 62R-12931, be sold to Dan Cooper and Sherrill Dawn Marie Cooper or their successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated January 25, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
3. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 20 and 23, on Plan 62R-12931, be sold to Maria Benvenga or her successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated February 3, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
4. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 19 and 24, on Plan 62R-12931, be sold to Charlie Cino and Patricia Cino or their successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated January 22, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.

To stop-up, close, retain and authorize the sale of part of Upper Kenilworth Avenue as established by By-Law No. 93-222

5. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 18 and 25, on Plan 62R-12931, be sold to Ronald Roscovich and Janet Roscovich or their successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated January 31, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
6. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 17 and 26, on Plan 62R-12931, be sold to Samuel Benjamin and Joan Benjamin or their successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated January 20, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
7. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 16 and 27, on Plan 62R-12931, be sold to James Johnman and Agnes Johnman or their successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated January 20, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
8. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 15 and 28, on Plan 62R-12931, be sold to Ralph Condello and Elaine Condello or their successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated January 30, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
9. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 14 and 29, on Plan 62R-12931, be sold to Dimetrius Giovis and Evaggelia Giovis or their successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated February 14, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
10. That the soil and freehold of that portion of the said closed portion of Upper Kenilworth Avenue described as Parts 13 and 30, on Plan 62R-12931, be sold to Stanley Charkot and Alicia Charkot or their successors in title for the sum of \$501.00 in accordance with the provisions of the agreement dated February 14, 1994; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.
11. That the soil and freehold for the remainder of the closed portion of said Upper Kenilworth Avenue, being Parts 1 and 31, on Plan 62R-12931, be retained by the Corporation of the City of Hamilton.
12. That Parts 1, 13 to 30, on Plan 62R-12931, are subject to an easement as set out in LT330608.
13. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportation/Environmental Services is hereby authorized to register this By-Law.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

3a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 8
T103 23 (5) J. K. Clairmont

REPORT TO: K. Christensen, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Road Closure:
Hess Street South between Main Street and King Street
R-94-50

RECOMMENDATION:

- a) That the application of the Hess Village Merchants Association to temporarily close Hess Street South between King Street and Main Street from 9:30 am on Thursday July 14, 1994 to 11:00 p.m. on Sunday July 17, 1994, for the annual Hess Village Jazz Festival, be approved, during the pleasure of City Council provided:
- i) That approval from Regional Police Services be received;
 - ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
 - iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
 - iv) That all barricading be supplied by and at the expense of the applicant;
 - v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
 - vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
 - vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

Cont'd...


Temporary Road Closure:
Hess Street between Main Street and King Street

Cont'd...

- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- b) That the Committee provide direction to the Commissioner of Transportation/Environmental Services with regard to the application of the Hess Village Merchants Association to place a beer tent on the Hess Street South road allowance from 6:00 pm Thursday July 14, to 11:00 pm Sunday July 17, 1994, for the annual Hess Village Jazz Festival;

Should your Committee approve this request, it should be subject to the following conditions;

- i) That approval from Regional Police Services be received;
- ii) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from M. Temperley, agent for the Hess Village Merchants Association, to hold the annual Hess Village Jazz Festival from 9:30 am Thursday July 14, 1994, to 11:00 pm. Sunday July 17, 1994.

The organizer proposes to construct a beer garden and stage on Hess Street immediately north of George Street which will block the entire travelled portion of the road between King and George. There will also be six portable toilets, including wheelchair accessible, placed on Hess Street south of King during the event.

Cont'd...

Temporary Road Closure:
Hess Street between Main Street and King Street

Cont'd...

The applicant will provide barricades at the intersections of Main and Hess and at George and Hess to ensure pedestrian safety. The barricades will be placed on the road Thursday July 14, 1994, at 9:30 am to allow for set up. The applicant advises that the stage and beer garden will be removed on Sunday July 17, 1994, shortly after 11:00 pm

Regional Police Services will have an officer at the intersection of Main and Hess to direct and reroute the traffic. The officer will be posted at this location from 9:30 am Thursday July 14, 1994, and will remain there during the festival hours. We have contacted the various affected municipal departments and have received no opposition to this request.

The City of Hamilton Traffic Department advises that 3 signs will be required to inform motorists of the detour routes for a total cost \$450. Two of the signs will be placed on Regional roads and will therefore will be paid for from the Region's special events account. The remaining sign will be placed on City streets and the cost is to be the responsibility of the applicant.

This year the applicant has requested permission to place a beer garden on the Hess Street road allowance. Council has determined that requests for the sale or consumption of alcohol are to be reviewed on an individual basis.

Regional Police Services will monitor the event should Council approve the beer garden. The police will provide one sergeant and four officers to monitor the event and the associated costs will be paid for by the applicant. As well, the applicant will provide internal security staff consisting of sixteen persons with at least eight staff present at one time.

The Hess Village Jazz Festival has become an annual event in the City and draws large numbers of people to the area. As no negative responses to this application have been received, and as officers from Police Services and Noise Control will be in attendance, this Department is not opposed to the event.

h/2m3 JKC:

cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: M. Main, Director, Traffic Services
cc: D. Lobo, Director, Public Works

3b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 13
T103-24 T103-03(319) G. Aston


REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Trial closure of Mead Avenue (R-94-49)

RECOMMENDATION:

That a proposed road closure by-law for the closure of Mead Avenue 40m west of the south leg of Brighton Avenue to vehicular traffic only be advertised in accordance with the requirements of the Municipal Act.


per: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of advertising and erecting temporary barricades is estimated at \$1,000. There are sufficient funds within account CH 56398 60166 to accommodate this work.

BACKGROUND:

Over the past several years the Traffic Department and the Ward Aldermen have received numerous complaints regarding illegal truck traffic on Mead Avenue and Brighton Avenue. The land use on Mead Avenue in the block between Parkdale Avenue and Brighton Avenue is entirely commercial/industrial, but the land use on Mead Avenue east of Brighton Avenue, and on all the streets to the east, including Brighton Avenue, is exclusively single family residential.

cont'd...2

page 2

Trial closure of Mead Avenue

June 13, 1994

Studies by the Traffic Department have determined that significant volumes of truck traffic are using the local residential streets for through movements. A road closure at the industrial/commercial boundary would be the only means of completely resolving this problem.

At a recent public meeting convened by Alderman D. Wilson, the residents requested a temporary road closure for one year to assess the effect this would have on the area.

To close the road requires a by-law to be enacted under the provisions of the Municipal Act, and a four week advertising period in advance. As the request appears to be a reasonable solution to the truck problem, it is recommended that the proposed closure, for vehicular traffic only, be advertised.

After the one year trial period, a detailed design of a permanent closure will be prepared and advertised if it is decided to retain the road closure.

:ga

cc: D. Powers, Law Department
M. Main, Traffic Department
R. Meiers, Public Works Department

3c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 10
E205-05 P. Strong


REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P.Eng.
Senior Director

SUBJECT: AMENDMENT TO CITY OF HAMILTON
SUBDIVISION AGREEMENT AND CITY OF
HAMILTON MODIFIED SUBDIVISION
AGREEMENT (R-94-51)

RECOMMENDATION:

- a) i) That the City of Hamilton Subdivision Agreement and the City of Hamilton Modified Subdivision Agreement be amended for inclusion of a cash payment of \$100.00 as a deposit to ensure registration of the Certificate of Completion of Maintenance of Services; such deposit to be refundable to the Subdivider in whole, or in part, when the Certificate of completion is registered on title and returned to the City.
- ii) That the cash payment for the registration of the Certificate of Completion for Maintenance of Services be reviewed on an annual basis to ensure that the City of Hamilton collects sufficient security for this item.
- iii) That the wording of Section XX of the standard City of Hamilton Subdivision agreement and Item 11 of the standard City of Hamilton Modified Subdivision Agreement be subject to the approval of the City Solicitor.



for: E. M. Gill, P.Eng.


cont'd...

-Page 2-

1994 June 7

AMENDMENT TO CITY OF HAMILTON SUBDIVISION AGREEMENT AND CITY OF HAMILTON MODIFIED SUBDIVISION AGREEMENT

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial requirements for this report.

BACKGROUND:

At its meeting August 25, 1981 City Council approved Item 29, of the Twentieth Report of the Planning and Development Committee recommending that, the subdivider be required to deposit with the City Treasury, a sum to cover the estimated cost of registration of the Certificate of Completion of Maintenance of Services. The estimated amount collected is \$6.00 for the first Lot or Block under the subdivision and \$1.00 per Lot or Block for the remainder of the lands of the Final Plan of subdivision that are being retained by the developer for development.

At the end of the maintenance period, for the installation of services, under the City of Hamilton Subdivision Agreement and the City of Hamilton Modified Subdivision Agreement, the developer is responsible for the registration on title, in the registry office, of the Certificate of Completion of Maintenance of Services, issued by the City of Hamilton.

Once the City of Hamilton receives the duplicate registered copy of the Certificate of Maintenance the City releases all security being held for that development. The current amount for that item is usually only \$20.00 to \$30.00 and would be insufficient to cover the cost of registration of the Certificate if the City of Hamilton had to register the Certificate of Completion of Maintenance of Services on behalf of the developer.

cont'd...

-Page 3-


1994 June 7

**AMENDMENT TO CITY OF HAMILTON SUBDIVISION AGREEMENT AND CITY
OF HAMILTON MODIFIED SUBDIVISION AGREEMENT**

cont'd...

Under the Modified Subdivision Agreement for the City of Hamilton Item 11 - **CERTIFICATES OF COMPLETION**, there is currently no provision for a security deposit for the registration by the developer for the Certificate of Completion of Maintenance of Services.

The amendment to both City Agreements, for the inclusion of a \$100.00 cash payment as a security deposit for the Certificates of Completion for Maintenance of Services, would ensure that the City of Hamilton has sufficient funds in order to register the Certificate of Completion of Maintenance of Services on behalf of the developer.

ps.  -

cc: D. Cobb, City Treasury Department
cc: J. Lessing, Law Department

T&E/DISC

4.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 14

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

Mr. M. F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Crescent Oil

RECOMMENDATION:

1. That the management of Crescent Oil be requested to relocate some of the barrels on the property, to allow semi-trailer trucks to load/unload on the property without encumbering the sidewalk or roadway of Railway Street; and,
2. That the Director of Public Works be authorized to pursue a 50/50 cost sharing arrangement with Crescent Oil for the purposes of beautification of the adjacent roadside areas, in accordance with the City's "Industrial Partners" beautification programme, recognizing the need to forward any proposal details for the consideration of the Transport & Environment Committee; and,
3. That consideration be given in the West Harbourfront Development Study as to the feasibility of acquiring the Crescent Oil site on Cannon Street West for public use; and,
4. That the Director of Public Works be authorized to provide mechanical street cleaning services in the vicinity of the Crescent Oil site, on a monthly basis.

Murray J. Main

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, there are both short term steps which can be taken within the 1994 Current Budget and long term potentials which would require future budget considerations to reduce the conflicts in the vicinity of the Crescent Oil site.

Specifically, in the short term, the Public Works Department could prepare a beautification proposal on a 50/50 cost sharing basis with Crescent Oil.

This beautification project could include the planting of trees and landscape buffering through the Horticultural Section's Industrial Partners programme. This programme has been utilized in similar circumstances in previous years to improve buffering between conflicting residential and industrial land uses. This programme also has a funding allotment of \$11,000 of which a portion could be used in this proposal.

It is envisioned that a beautification project would have positive impacts through improved aesthetics and a greater understanding by all parties concerned as to the need for and benefits achieved through maintaining an appropriately landscaped site. The details of any cost sharing beautification project would be advanced to the Transport & Environment Committee for consideration.

In the long term, a permanent resolution to conflicts between the adjacent residential and industrial uses could be achieved through the acquisition of the Crescent Oil property and a relocation of this industry to an alternative location.

Previously, the owner of the site has been unwilling to sell. The City of Hamilton cannot expropriate this property unless there is a civic need for the site.

It is recommended that the proposed acquisition of this property be advanced to the West Harbourfront Development Study for review. This comprehensive development study is currently evolving plans to guide the future development of the West Harbourfront precinct. The Crescent Oil property lies within this precinct and through this study process, a determination can be made as to the need for this property for civic use.

Funding requirements for the acquisition of this property and any environmental remedial work which may be required would need to be addressed in future capital budget deliberations.

BACKGROUND:

At its meeting held on 1994 February 28, the Transport & Environment Committee directed staff from the Property, Traffic, Local Planning, Building, Law and Public Works departments to prepare a report respecting a solution to the industrial/residential conflicts occurring in the area of 136 Cannon Street West and 118 Caroline Street North.

In this regard, staff from these various departments met and subsequently prepared reports on issues within their respective jurisdictions. These documents are attached as appendices in Schedule "A".

This report is intended to amalgamate the action steps which can be taken to resolve conflicts in the short term and to establish a process towards resolving the conflicts on a permanent basis.

One of the current problems is that large trucks which are loading/unloading at this premises encumber the west sidewalk of Railway Street and five to six feet of the roadway. This problem could be alleviated or eliminated if some of the barrels which are stored on the property could be relocated to allow the trucks to be positioned entirely on private property and the road allowance behind the sidewalk.

CFE/MM/jdh
CFE Attach.

c.c. Alderman F. Eisenberger, Chairman,
West Harbourfront Development Steering Committee
Mr. J. G. Pavelka, P.Eng., Chief Administrative Officer
Mr. D. W. Vyce, Director of Property
Mr. M. F. Main, P. Eng., Director of Traffic Services
Mr. L. King, Building Commissioner
Ms. P. Noé Johnson, City Solicitor
Mr. R. Chrystian, Manager of Parks
V.J. Abraham, M.C.I.P., Director, Regional Planning Division



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Planning and Development Department
71 Main Street West, Hamilton, Ontario L8N 3T4
(416) 546-4221 Fax (416) 546-4202
TDD-546-2448

March 15, 1994

Refer to File No. **P5-2-21**

Attention of

Your file No.			
FILE No.			
DEPT. PUBLIC WORKS			
MAR 17 1994			
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Chris Firth Eagland
Public Works
City Hall

Dear Mr. Firth Eagland:

Re: 136 Cannon St. West - Crescent Oil

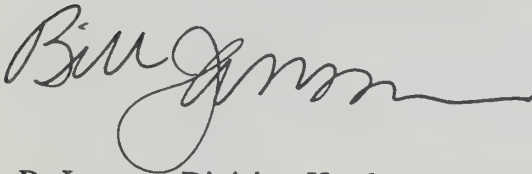
Further to our discussion, these are the following Planning concerns:

- the property is designated as "Central Policy Area" in the Hamilton Official Plan which permits the commercial/light industrial use, however Policy A.2.9.3.1 iii) states: "Council will encourage the relocation of non-Residential uses from predominantly stable Residential areas where the impacts of such use(s) cannot be effectively mitigated by means of, but not limited to, landscaping and buffering, building orientation and alterations to traffic flows".
- the Central Area Plan designates the lands for "Neighbourhood Residential". The Central Neighbourhood Approved Plan also designates the site for "Single and Double Residential". It is intended that the long-term use of this property be residential. A review of the Neighbourhood Plan is currently underway, however, it is unlikely that a change of designation will be recommended for this site;
- the existing zoning is "D" (Urban Protected Residential - One and Two Family Dwellings, etc.) District. The Crescent Oil operation is a legal non-conforming use.
- a rezoning to recognize the current commercial/light industrial use, or to permit expansion of the current operation would not be supported by this Department. The intent is that at some future point this operation will relocate. Expansion would only intensify the problems currently experienced by the adjacent incompatible uses (residential);
- there are many examples of small legal non-conforming commercial/light industrial uses surrounded by residences in the Lower City. Purchase of this property may result in similar requests from residents at these other locations; and,

- the site is most likely contaminated, resulting in additional costs if the City is to purchase. As discussed, the Ministry of Environment and Energy should be consulted to look at the existing situation and ensure that there is no movement of contaminated material to the adjacent residential properties.

I trust this information is of assistance. If you have any questions, please call me at Ext. 4147.

Yours truly,

A handwritten signature in dark ink, appearing to read "Bill Janssen", with a long horizontal flourish extending to the right.

B. Janssen, Division Head
Policy and Neighbourhood Planning

c.c. Mike Watson, Property Department

BJ:fd

C:\w\storage\bill\cresoil

REAL ESTATE DIVISION

MEMORANDUM

TO: D. Lobo
Director of Public Works
Public Works Department
Attention: Chris Firth-Eagland

YOUR FILE:

FROM: M.C.J. Watson
Manager, Real Estate Division
Property Department

OUR FILE: 1.8.325
PHONE: (905) 546-4504

SUBJECT: Crescent Oil of Canada Ltd.
136 Cannon Street West
118 Caroline Street North

DATE: 1994 April 20

Further to our last meeting we wish to advise that from our departments prospective, the City of Hamilton could not legally expropriate this property unless it had a civic need for the site. At this point in time there is no need established for this site.

Secondly, even if Crescent Oil was willing to sell the site to the city there are two matters to overcome.

1. The City Treasurer would have to come up with the necessary funding for the purchase, demolition and environmental clean up.
2. The issue of environmental clean up could open a "Pandoras Box" and be a heavy financial burden on the City similar to the "Lax" property.

I am also enclosing our department information reports dated February 22, 1994, February 26, 1991 (Confidential) and August 10, 1990.

Yours very truly,



Michael C.J. Watson
MANAGER
REAL ESTATE DIVISION

MCJW/hw
Encls.

FILE NO. 94.0405			
DEPT. PUBLIC WORKS			
APR 25 1994			
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City of
HAMILTON

BUILDING DEPARTMENT

71 Main Street West, Hamilton, Ontario, L8N 3T4
Tel. (905) 546-4652 / Fax (905) 546-2764

Attention of: Brian D. Allick

FILE No. <u>94-1021</u>		
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1994 May 10

Mr. Chris Firth-Eagland
Co-ordinator, Parks
Public Works Department

Dear Sir:

Re: 136 CANNON ST. WEST CRESCENT OIL

As a result of the Transport and Environment Committee direction of February 28th, 1994, a staff meeting was held on March 11th, 1994 respecting the subject matter.

As requested, our comments concerning Crescent Oil are regarding the involvement of the Building Department.

In researching our files, we find that the use of the property is legal non-conforming and we have had no recent complaints regarding any by-laws enforced by this Department.

The last inspection was carried out in November of 1993 when falling roof shingles were reported.

Our Inspector attended the site and found that a slate roof was installed. At the time of inspection, he found two slates which appeared to have broken loose.

While on site, the owner corrected the faulty slates, thereby repairing the roof in an acceptable manner. No other contraventions of by-laws enforced by this Department were observed at this time.

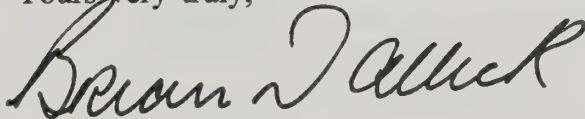
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As requested in the staff meeting, I have had conversation with Mr. Shawn Capstick of the Ministry of Environment and Energy, who advises me that they had received several complaints from Alderman Morelli and inspected the site on several occasions.

Mr. Capstick advised me that they responded to a complaint regarding the seepage of oil onto neighbouring property located at 13 Railway Street. It appears that the oil was promptly cleaned up on notification by the Ministry of Environment and Energy. Several suggestions were forwarded to the owners of Crescent Oil, such as the construction of berms surrounding the four storage tanks to prevent future site contamination and to contain spills effectively. The Ministry was further advised that the drums stored in the yard facing Railway Street were to be removed and that local concern regarding security of the area was referenced. Mr. Capstick indicated the owners of Crescent Oil were being co-operative.

I trust that these comments will be of assistance.

Yours very truly,

A handwritten signature in dark ink, appearing to read "Brian D. Allick". The signature is fluid and cursive, with the first name "Brian" being more prominent than the last name "Allick".

Brian D. Allick
Manager of Field Services

BDA/sb

6a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 1

JUN 10 1994

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

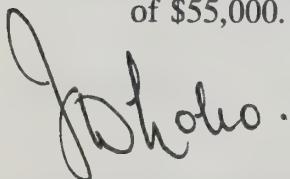
FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Mayor's Task Force on Downtown Issues and Renewal

RECOMMENDATION:

1. That the following initiatives of the Public Works Department be recognized as contributions to the Mayor's Downtown Renewal programme:
 - The supply of floral plant material and planting of planters in the James Street North Business Area.
 - The supply and maintenance of 250 hanging baskets on King Street East and James Street South, in accordance with Hamilton-Wentworth Regional Council's direction.
 - The replacement of over 60 trees in hard surface areas within the downtown core, including new tree grates and paving stones, as required.
 - The removal of posters from poles, etc. on an on-going basis, in accordance with our by-laws.
 - The cleaning, washing and painting of all garbage bins serving the downtown business community.
 - The re-initiation of efforts to join the redevelopment area east of Bay Street with Hess Village, through staff arranged meetings, between Downtown Hamilton BIA and International Village BIA, with a view to include discussions with the Sheraton Hotel, Lloyd D. Jackson Square, the Hess Village Association and the George Street Mall Authority.
 - The hosting of meetings with the Ward 2 Aldermen, Public Works Department staff, and business people within the area of James Street North and Barton Street to review various issues, including the benefits of forming Business Associations.

- The upgrading of streetlighting on James Street, between Vine and Main Streets and on King Street, between Wellington and MacNab Streets.
 - The provision of mechanical street cleaning services from Wellington to Bay Streets and Barton to Main Streets, on a 3 times-per-week schedule and manual sidewalk cleaning 7 days a week.
 - The painting of poles in the downtown core on King Street, from James Street to Mary Street and on James Street, from Main Street to King William Street.
 - The upgrading of lighting in alleyways through the addition of 3 luminaires in the Downtown Hamilton BIA and 4 new luminaires in the International Village BIA.
2. That consideration be given in the 1995 Current Budget deliberations for expansion packages to provide enhanced services in the downtown core, as follows:
- Treat all assumed alleyways in the Central Business District as roadways vis-a-vis snow removal and maintenance at an annual cost of \$105,000.
 - Provide full sidewalk snow clearing services in the downtown core at an annual cost of \$55,000.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, the recommendations in this report can be divided into two basic categories.

These categories include (i) all initiatives which are being undertaken at this time within the funding limitations available for 1994 and, (ii) those initiatives which are expansions to existing service levels and will require future funding approvals.

Category (i)

- The supply and planting of floral material in the 14 floral planters in the James Street North Business Area is funded from the 1994 Current Budget, Floral Planter Program, Centre No. 60433. As in the past 2 years, adjacent property owners will be contacted by a representative of the Public Works Department and by letter to ask them to maintain the planters located in front of their properties.
- The supply and maintenance of 250 floral hanging baskets on King Street East and James Street South will be funded in 1994 100% by the Hamilton-Wentworth Region, Centre No. 302255. The annual cost for growing, installing and maintaining in subsequent years will be cost-shared with the Region on a 50/50 basis and will be brought forward as an adjustment during the 1995 current budget deliberations.

- A program to remove and replace 47 trees planted in hard surface areas in the downtown core is currently under way funded through the Current Budget Centre No. 60402. In addition, Public Works Department personnel will be removing and replacing dead and/or dying trees in hard surface areas with funds from 1994 Capital Budget programs. Trees that are removed in an area with old-style grates will be replaced with the new grate system currently in use by our Forestry Department. Public Works staff have also investigated all hard surface trees and removed broken paving stones, unmatched paving stones and replaced them with the stones currently in place in the area. In addition, mismatched paving stones in concrete sidewalks where trees are planted with our new grate system were replaced with grey stones to improve the overall aesthetics of the area. Over 60 trees in total will be replaced.
- The upgrading of lighting on James and King Streets includes increasing the wattage of the luminaires and some additional luminaires to be added on James Street. This work will be funded through the 1994 Capital Budget, Reconstruction Programme for Streetlighting Modifications.
- The mechanical and manual street and sidewalk cleaning is completed within the approved departmental Current Budget.

Category (ii)

Snow Clearing in Alleyways

- An estimate for the clearing of snow from the alleyways in the downtown core has been prepared. It is important to note that the estimated cost of \$105,000 per year is based upon a 5-year average snow accumulation of 152 cm.
- As the provision of this work would be an expansion of service, this proposal would be advanced for consideration as an expansion package during the 1995 Current Budget deliberations.

Snow Clearing of Sidewalks

- The estimated cost for the clearing of snow from all sidewalks in the downtown core is \$55,000 per year. This estimate is based upon an average snow accumulation of 152 cm. per year.

As this proposal is an expansion service, it must be advanced for consideration as an expansion package during the 1995 Current Budget deliberations.

It must be noted that the provision of snow clearing for alleyways and sidewalks in the downtown core will be a service which may be deemed desirable by all BIA's throughout the City.

The cost estimates forwarded in this report deal only with those alleyways and sidewalks in the downtown core.

The cost for providing this service on a City wide basis, in all BIA's, could reach \$371,000.

Should this service be extended to include all major commercial areas, the total cost would be in the order of \$1,000,000.

BACKGROUND:

The Mayor's Task Force on Downtown Issues and Renewal advanced their first report on February 23, 1994. Subsequently, numerous issues from the Report's 29 point plan have been advanced through various standing committee of City Council, which lie within the jurisdiction of the Public Works Department.

This report amalgamates all of these diverse issues which are within the jurisdiction of Public Works.

The following information is a summary of the specific components of the 29 point plan and the Department's corresponding action steps:

8. *That efforts be re-initiated to join the redeveloped area east of Bay Street Hess Village*

The Community Renewal Section is hosting meetings between the Downtown BIA and International Village BIA with a view to include discussions with the Sheraton Hotel, Lloyd D. Jackson Square, the Hess Village Association and the George Street Mall Authority.

9. *That the fountain project be supported as well as all else flowing from the 1996 celebrations.*

With respect to the Gore Park fountain proposal, the Parks Division will be facilitating a recommendation through the Gore Park Review Team to the appropriate standing committee of Council as to the most appropriate location for the fountain.

In addition, the deteriorating walkways within Gore Park are scheduled for reconstruction in 1995 to coincide with any development work needed to support the fountain proposal.

10. *That all B.I.A. and City (and any other) beautification projects--flowers, hanging flower baskets and trees, etc. be supported even amidst any other spending cuts - the same to apply city-wide.*

The Horticultural Section is involved in numerous projects which support this recommendation. These initiatives include the following:

- The supply and planting of flowers in the planters in the James St. Business Area.
- The supply and maintenance at 250 hanging baskets on King Street East and James Street South.

- The replacement of over 60 trees in hard surface areas within the downtown core, including new tree grates and paving stones as required.
- The planting of floral beds, traffic islands and trees on a City-wide basis.

12. *That the City study the standard of lighting on King, James and King William Streets with a view to upgrading it satisfactorily.*

The upgrading of street lighting is being undertaken on James Street, between Vine and Main and on King Street, between Wellington and MacNab. This work includes increasing the wattage of the luminaires and additional luminaires on James Street. Also, increased efforts will be taken to clean all luminaires in the downtown core.

13. *That the City review the cost to treat all assumed alleyways in the Central Business District as roadways vis-a-vis snow removal and maintenance. Also to review lighting and refuse. Efforts to be co-ordinated with B.I.A.'s and Business Associations, etc.*

Comprehensive cost estimates have been prepared for the clearing of snow from alleyways in the downtown core. This proposal will be advanced, as an expansion of service levels, for consideration in the 1995 Current Budget deliberations.

All garbage bins in the downtown core are being cleaned, washed and painted.

Additional lights are being installed in various alleyways as a continuation of the alleyway lighting upgrading of previous years.

The Community Renewal Section will continue to dialogue with the various BIA's to maintain the success of these efforts.

14. *That City staff and the public to be encouraged to remove signs from poles, etc. in accordance with By-law.*

Public Works' staff have increased their efforts to remove posters in accordance with our by-laws.

15. *That all efforts of business people on James Street North to form business associations be supported.*

The Community Renewal Section is attending meetings with the Ward 2 Aldermen and the business people within the area of James Street North and Barton Street to review the benefits of forming Business Associations.

18. *That a pleasant street and sidewalk ambience be a priority in all decisions - everything from outdoor cafes to beautification to police presence, etc.*

As previously indicated, the Public Works Department is involved in numerous beautification projects in the downtown core. In addition, mechanical street cleaning services are being undertaken on a 3 times-per-week schedule and manual sidewalk cleaning is undertaken on a 7 days-a-week basis.

Through the commercial improvement programme, the poles which have been damaged by posters, etc. are being repainted. This work will be undertaken on King Street from James Street to Mary Street and on James Street from Main to King William.

22. *That the City be congratulated on an excellent job on snow removal of the roads but encouraged to do a better job on sidewalks and all pedestrian areas.*

Comprehensive cost estimates have been prepared for the clearing of snow from all sidewalks in the downtown core. This proposal will be advanced as an expansion of service levels, for consideration in the 1995 Current Budget deliberations.

CFE:jh
Attch.

- c.c. Mayor R. Morrow
- c.c. J. G. Pavelka, P.Eng., Chief Administrative Officer
- c.c. A. Ross, Treasurer
- c.c. T. Agnello, Secretary, Planning & Development Committee
- c.c. K. Christenson, Secretary, Parks & Recreation Committee
- c.c. S. Reeder, Secretary, Finance & Administration Committee

6b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 June 14

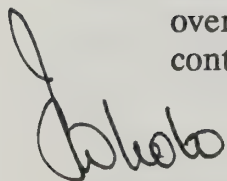
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: White Goods Collection and CFC Demonstration Project

RECOMMENDATION:

1. That the Regional Municipality of Hamilton-Wentworth be requested to postpone the proposed White Goods Collection and CFC Removal demonstration project until 1995; and,
2. That the Regional Municipality of Hamilton-Wentworth be requested to pursue funding from the Ministry of Environment and Energy to undertake the White Goods Collection and CFC Removal Demonstration Project in 1995; and,
3. That the Regional Municipality of Hamilton-Wentworth be requested to incorporate future CFC removal costs into the Household Hazardous Waste current budget, starting in the 1995 budget process; and,
4. That the Regional Municipality of Hamilton-Wentworth consider including the overall management of CFC bearing white goods, including collection within the context of the pending proposal call for solid waste management.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

MOEE funding may be available through their Industrial Waste Diversion Program to pay for the White Goods Collection and CFC Removal Demonstration Project.

Based upon estimates from the City of Hamilton's 1993 bulk collection survey, the separate collection costs and disposal costs for CFC bearing white goods would be \$167,080 annually. While these costs could be 100% eligible for funding through the MOEE during the demonstration project, the Region has proposed that the City pay \$10 per unit for disposal costs beyond the term of the project.

Since the Provincial Government has now postponed the mandatory removal of CFC's until December of 1995, the City of Hamilton can avoid the unanticipated costs of participating in CFC removal until 1995. In 1995, the Region, through their Household Hazardous Waste Management current budget process, can prepare for the costs of CFC bearing white goods collection and treatment.

It is recommended that the Region apply for MOEE funding assistance for the demonstration project to commence in 1995. In this fashion, the demonstration project, the necessary municipal funding and the governing Provincial legislation will all come into effect within the same time frame.

BACKGROUND:

At its meeting held on 1994 April 26, the Transport and Environment Committee received a report from the Regional Municipality of Hamilton-Wentworth concerning the removal of CFC's from white goods. At that time, it was anticipated that the Provincial Government would mandate the removal of CFC's in 1994.

Based upon that anticipation, the Regional Municipality of Hamilton-Wentworth, Environmental Services Department advanced a proposal to participate in a White Goods Collection and CFC Removal Demonstration Project in conjunction with the Ministry of Environment and Energy.

Now that the Provincial Government's position is that the removal of CFC's will not be mandatory until 1995, it is recommended that the demonstration project be postponed.

Should the separate collection and treatment of CFC bearing white goods be held off until 1995 then any costs associated with both the participation in the demonstration project and any additional term to complete the year beyond the scope of the project, can be budgeted for in advance through the Region's Household Hazardous Waste current budget.

For 1996, and future years, the overall management of CFC bearing white goods can be incorporated into the pending Regional proposal call for solid waste management.

Regional Waste Management Division staff have confirmed the appropriateness of postponing the White Goods Collection and CFC Removal Demonstration Project until 1995.



CFE/jdh

c.c. Mr. J. G. Pavelka, P.Eng., Chief Administrative Officer
Mr. A. Ross, Treasurer
Mr. P. Dunn, Manager, Regional Waste Management

6c)

CITY OF HAMILTON
- RECOMMENDATION -

JUN 14 1994

DATE: 1994 June 13

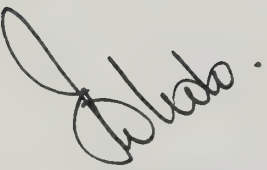
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Pavement Management System

RECOMMENDATION:

1. That the firm of IMS, Infrastructure Management Services Ltd. be authorized and directed to undertake retesting of approximately 165 lane-km of City Streets at an estimated cost of \$39,595.; and,
2. That the cost of this work be charged to Account CF5200 529442049.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1994 Reconstruction Programme which was approved by Council on 1994 January 25 has a provision of \$40,000. for retesting to validate data for the Pavement Management Study done in 1992 and 1993.

BACKGROUND:

On 1992 June 30, Council, in adopting Item 50 of the Seventh Report of the Transport and Environment Committee, authorized Infrastructure Management Services Ltd. (IMS) to undertake a Pavement Management Study for the City of Hamilton roadway network at a cost of \$206,400. This amount was later increased by \$30,500 to \$236,900 by change order due to the number of blocks per kilometre being much greater than originally anticipated.

The IMS proposal recommended a retesting strategy for verification of the pavement management system.

The basic plan for cities, such as Hamilton, is to undertake a five year update schedule where 20% of the City streets are tested each year. The typical life of the data is five to six years because of the deflection testing that is carried out. The retesting strategy ensures that the system is kept current and allows for new subdivision roads to be added to the system. The retesting includes an allowance for additional training for the system user.

IMS completed all data collection and testing in July, 1993. Staff were then required to enter all available traffic data, construction and maintenance history and proposed sewer and watermain projects.

A five year reconstruction/resurfacing programme can be developed utilizing the IMS Pavement Management System. The programme may be run based on available budgets or desired level of service and streets may be chosen by their condition ranking or by overall user-benefit.

A "draft" five year programme has been developed but requires field investigation for confirmation. We anticipate a final draft to be submitted to the Transport and Environment Committee in July or August this year.

Mr. William R. Grant, General Manager, IMS will be giving a short presentation on the Pavement Management Programme for the City of Hamilton at the meeting.



RPM/jdh



6d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 13

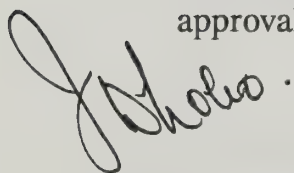
REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Proposed Reconstruction of the South Leg of King
Street Between John and Hughson Streets

RECOMMENDATION:

1. That the reconstruction of the paving stone roadway, concrete curbs and repair of paving stone sidewalks on the south leg of King Street between John and Hughson Streets be undertaken as soon as possible during the construction season this year; and,
2. That the Finance & Administration Committee recommend a method of financing these works; and,
3. That the Commissioner of Transportation/Environmental Services be authorized and directed to reconstruct these works on behalf of the City once all the necessary approvals are received.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimate of cost to reconstruct and repair the roadway, curbs and paving stone sidewalks is \$150,000.

BACKGROUND:

The above-noted works were constructed as part of the Downtown Hamilton Action Plan Phase I in 1984.

During February, 1985, the south leg of King Street between Hughson and James Streets began, breaking up prematurely and required total reconstruction with a different cross-section. This reconstructed section has stood up well since it was redone. However, the south leg of King Street between John and Hughson Streets has begun breaking up severely. The original proposal was to include the reconstruction in 1995 when the flagstone walkways would be replaced in Gore Park.

The severe winter has accelerated the deterioration of this section of roadway. The extent of the areas requiring repair is such that it would not be cost effective to undertake the repairs without addressing the problem which appears to be drainage related.

Repairs to adjacent sidewalk areas where settlement has occurred will be included in the contract. The proposed reconstruction is in keeping with the Mayor's Task Force on Downtown Issues and Renewal recommendation that a pleasant street and sidewalk ambience be a priority in all decisions affecting the downtown core.

It may be possible to substitute the reconstruction of King Street for Hunter Street between John and James Streets in the Canada/Ontario Infrastructure Program application. The reconstruction of Hunter Street, at an estimated cost of \$251,900., is to be undertaken once the GO Station was substantially completed. It appears that this will not occur until 1995. Hunter Street may be included in the 1995 Roadway and Sidewalk Reconstruction Program.

RPM/jdh
[Signature]

c.c. Ms. S. Reeder, Secretary, Finance & Administration Committee
D. Y. Onishi, Director, Design & Construction, Roads Department
A. Ross, Treasurer, Attention: N. Adhya

7

JUN 10 1994

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 June 09

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

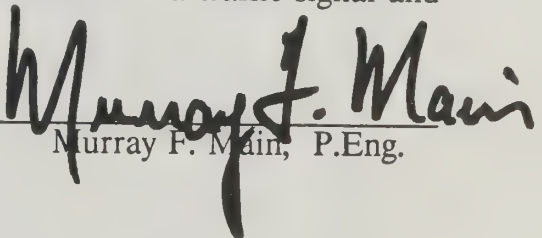
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Upper Sherman Avenue and Berko Drive/Southampton Drive - School Crossing Guard.
[TEC-132-94]

RECOMMENDATION:

That the School Crossing Guard located at the intersection of Upper Sherman Avenue and Berko Drive/Southampton Drive be removed upon the installation of a traffic signal and after an appropriate phase out or training period.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The removal of this School Crossing Guard will result in a savings of approximately \$7,000.00 annually. The employee located at this intersection will be re-assigned to another location.

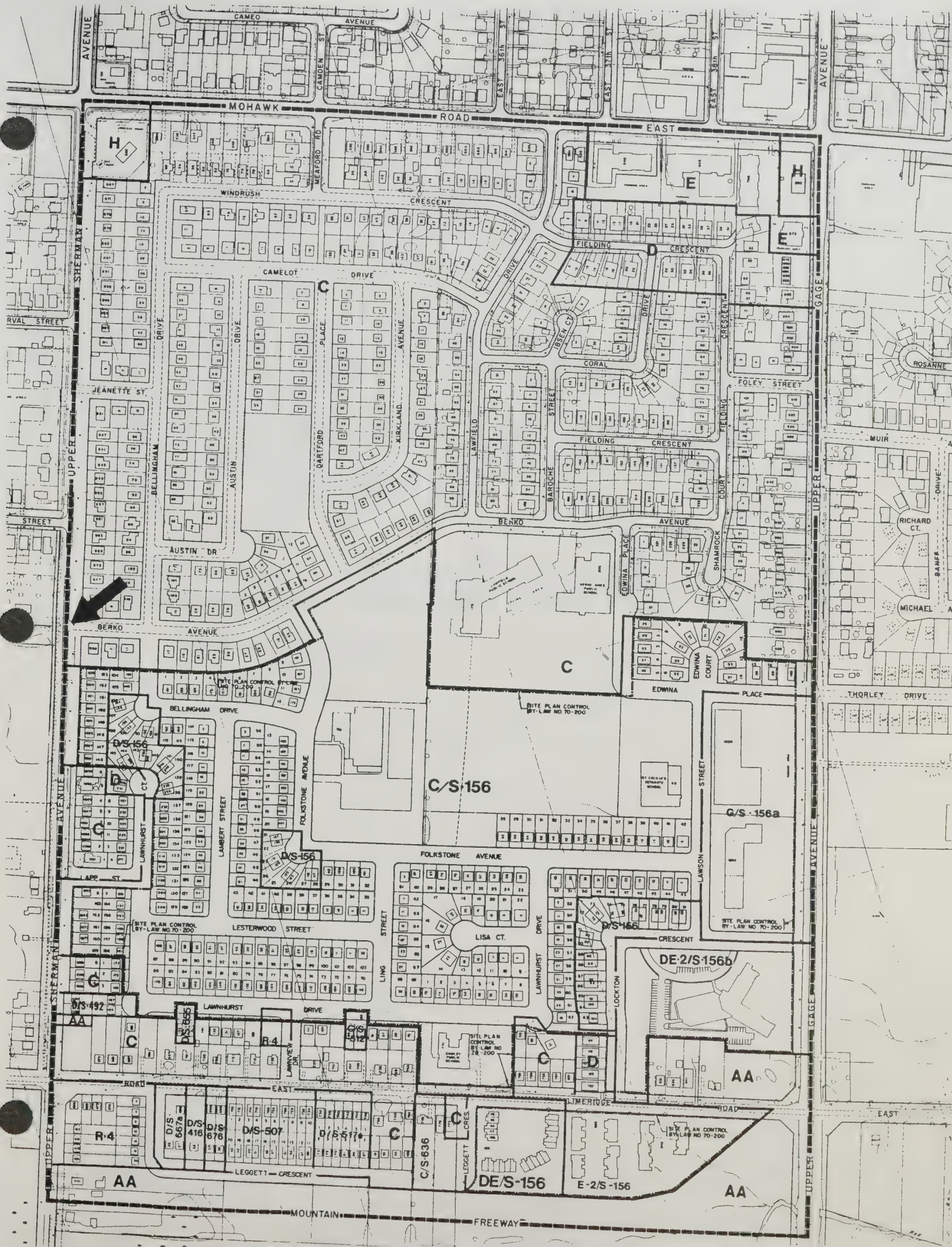
BACKGROUND:

As a result of a decision by Regional Council on 1994 June 07, a traffic signal will be installed at the intersection of Upper Sherman Avenue and Berko Drive/Southampton Drive.

The purpose of a School Crossing Guard is to stop moving traffic and to create gaps in traffic to enable children to cross roadways safely. The installation of the traffic signal will provide gaps in traffic and control pedestrian crossings such that the School Crossing Guard is no longer required.

Pedestrian surveys at this location have confirmed that only approximately 5 to 10 students cross Upper Sherman in the morning and in the evening and one child at lunch. Therefore, the Traffic Department recommends that the School Crossing Guard be removed from the intersection of Upper Sherman Avenue and Berko Drive/Southampton Drive. The School Crossing Guard would remain on duty for an appropriate phase out period to direct children on the proper methods to cross the roadway.


TA/MH/kg



ROBERT M. MORROW
MAYOR



8a)

June 8th, 1994

JUN 10 1994

✓
MEMO TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee
Mrs. Tina Agnello, Secretary
Planning and Development Committee
FROM: Mayor Robert Morrow

Would you please place on both the Transport and Environment Committee Agenda and the Planning and Development Committee Agenda the following items for general discussion.

1. Access routes to the Harbour
2. Beautification of same

Thanks.

RMM:tt



City Hall
71 Main Street West, Hamilton, Ontario Canada L8N 3T4
Telephone: (905) 546-2790
Fax: (905) 546-3915 546-2448 (TDD Only)

8b)

1994 June 10

JUN 13 1994

Mr. K. Christenson, Secretary
Transport and Environment Committee
c/o City Clerk's Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Christenson:

Re: Request to Appear as Delegation at the June 20th
Transport and Environment Committee Meeting -
Downtown Action Plan Co-ordinating Committee.

Representatives from the Downtown Action Plan Co-ordinating Committee would like to appear as a delegation at the Transport and Environment Committee meeting scheduled for Monday, 1994 June 20th at 9:30 a.m. to discuss the following items:

- that the publicly assumed alleyways within the B.I.A.'s be highly prioritized by the City of Hamilton for snow ploughing during the winter season
- that the City of Hamilton assume the maintenance of all litter containers within B.I.A.'s including existing and additional containers when requested
- that the litter containers be maintained more efficiently by the City of Hamilton
- that lids for litter containers be investigated by the City of Hamilton in an attempt to alleviate placement of household garbage in same.

Please advise me if permission is granted for the delegation to appear at the 20th June meeting. I can be reached at 2755.

Yours very truly,



Hazel Milsome

Secretary, Downtown Action Plan Co-ordinating Committee

c.c. Members of the Downtown Action Plan Co-ordinating Committee

URBAN/MUNICIPAL

CA40N HBL A05
CSIT6
1994



THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

1994 July 12

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1994 July 18

9:30 a.m.

Room 233, City Hall

A handwritten signature in dark ink, appearing to read "T. Agnello".

Tina Agnello, Acting Secretary
Transport and Environment Committee

A G E N D A

1. PUBLIC MEETINGS

- (a) 9:30 o'clock a.m.: Addition to Outdoor Blvd. Cafe - 1491 Main Street East
- (b) 10:00 o'clock a.m.: Temporary Closure of the Portion of Ferguson Avenue, between King Street and Rebecca Street

2. DELEGATION:

Blake Street between Maple Road and Cumberland Avenue - Parking Regulations

3. SENIOR DIRECTOR, ROADS DEPARTMENT

Proposed Closure; East/West Alley adjacent to Municipal #13 Walnut Street North to 34.83m Westerly (previously tabled)

4. SECRETARY, PLANNING AND DEVELOPMENT COMMITTEE

Walkway Closure at 300 - 304 St. Andrews Drive

5. CONSENT AGENDA

6. DIRECTOR OF TRAFFIC SERVICES

Intersection Control

- a) Beach Road and Rowanwood Avenue
- b) Westerly Intersection of Cumberland Avenue and Sanford Avenue South
- c) Dunsmure Road and Melrose Avenue South

7. SECRETARY, PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE

Enforcement in "No Stopping" area, adjacent to Elementary Schools

8. MAYOR R. M. MORROW

- a) Access Routes to the Harbour
- b) Beautification of Same

9. DOWNTOWN ACTION PLAN CO-ORDINATING COMMITTEE

Alleyway Snow Removal and Maintenance of Litter Containers (previously tabled) and purchasing and care of Hanging Flower Baskets.

10. WESTDALE VILLAGE B.I.A.

Alleyway Snow Removal and Garbage Can Numbers and Maintenance

11. DIRECTOR OF PUBLIC WORKS

Mayor's Task Force on Downtown Issues and Renewal

12. PRIVATE AND CONFIDENTIAL AGENDA

13. OTHER BUSINESS

14. ADJOURNMENT

**Transport and Environment Committee
Outstanding Items**

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
3.	Walkway - Fonthill Road to Upper Paradise Road - Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79	1993 Dec. 6	Ald. Ross Ald. D'Amico	Report Back 1994 February
4.	Intersection of Bell Manor and Berkindale Drive	1993 Dec. 6	Delegation - Ald. F. Eisenberger	Tabled for a Delegation
5.	Closure and Conveyance of original unopened road allowance, rear of 1688 Main Street West	1994 January 31	Ald. M. Kiss	Tabled for a Public Meeting
6.	West side of Oriole Crescent between Martha Street and Glengrove Avenue	1994 Feb. 28	Ald. D. Wilson	Tabled
7.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
8.	Parking Regulations - Kinsley Drive and Broker Drive	1994 April 18	Director of Traffic Services	Status Report August, 1994

Tina Agnello, Acting Secretary
1994 July 18

1a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 July 12
T103-69 (43) J.K. Clairmont


REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Addition to Outdoor Boulevard Cafe
1491 Main Street, East (R-94-57)

RECOMMENDATION:

That the application of Aceti's Restaurant at 1491 Main Street East, to extend the existing outdoor boulevard cafe on Barons Avenue North be denied and that the applicant be instructed to remove the encumbrance from the City road allowance.


E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from Aceti's Restaurant at 1491 Main Street East, to erect and maintain an extension to the existing outdoor cafe adjacent to the property, encroaching onto Barons Avenue North.

On May 12, 1994, staff responded to complaints, from the area residents and discovered that the applicant had, without permission, constructed an addition to the existing outdoor cafe at 1491 Main Street East. Subsequently this Department was contacted by the Building Department and informed that a building permit had not been applied for nor were plans submitted for review. On May 13, 1994, the Building Department issued an "Order to Comply" and a "Stop Work Order", although the addition was almost finished by that time.

The extension measures 2.0m x 18.95m and provides seating for up to twenty four people. The patio is of wood construction and extends from the previously existing concrete patio to the edge of the sidewalk. This is contrary to the City's requirement of a 0.45m clearance between the sidewalk and the patio.

Cont'd...

July 12, 1994

Aceti's Outdoor Boulevard Cafe

Cont'd...

The Parking Authority also expressed concern as the applicant constructed the extension with the parking meters appearing to be included in the extension, which might cause confusion to the public and could also create maintenance problems. However, after investigating, the Authority indicated that the construction does not affect the equipment or its use.

The applicant has now made formal application and paid the appropriate fee to request permission to allow the patio to remain. As is our practice, upon receipt of an application for an outdoor cafe, circularization notices are sent to area residents, municipal departments and utility companies for their comments.

The result of our circularization is as follows:

Area Residents and Businesses;

Total circularized 208

In favour 18 Opposed 34 No response 156

Those in opposition were concerned with the limited parking in the area and that the addition would make parking problems in the neighbourhood worse than they already are. A staff investigation confirmed that there is limited off street parking in the area.

The residents also complained of the noise emanating from the patio and believe the larger patio would add to the current noise problem. This Department contacted the Noise Control Office of Public Works Department and was informed that one complaint for noise at the cafe was received this year, but it was determined to be unfounded.

Union Gas has advised that they have an existing NPS 2 Steel Intermediate Pressure Gas Main in an approved location on the east side of Barons Avenue North, approximately 2.5m east of the existing sidewalk. The gas main is directly under the concrete section of the existing cafe and should repairs be required, the concrete would have to be broken out. Repairs would be made more difficult as the cedar decking would have to be removed as well. Accordingly, Union Gas advises that the cafe owner should be responsible for any patio restoration work required.

Based on the negative response from the area residents and the fact that the 0.45m setback from the back of sidewalk has not been provided, this Department is not in favour of the request.

JKC/MJP

cc: Mayor R. Morrow

Alderman G. Copps

Alderman D. Wilson

M. Main, Director of Traffic Services

D. Lobo, Director of Public Works

L. King, Building Commissioner

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 July 7
T103-23 (5) J. K. Clairmont

JUL 08 1994

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Ferguson Avenue Street Market

R-94-33 (a)

RECOMMENDATION:

- a) That the application of International Village B.I.A. to temporarily close Ferguson Avenue North from King Street to Rebecca Street, excluding the intersection at King William Street, every Sunday and statutory holiday from July 26, 1994 to October 16, 1994, for a street market, be approved, subject to the following conditions:
- i) That approval from Regional Police Services be received;
 - ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region of Hamilton-Wentworth as added insureds, with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
 - iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
 - iv) That all barricading be supplied by and at the expense of the applicant;
 - v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services at the expense of the applicant;
 - vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

cont'd...

-Page 2-

1994 July 7

Ferguson Avenue Street Market

Cont'd...

- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
 - viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- b) That Council be authorized to adopt a By-law to temporarily close Ferguson Avenue North from King Street to Rebecca Street, excluding the intersection at King William Street, every Sunday and statutory holiday from 8:00 am to 6:00 pm from July 31, 1994 to October 16, 1994, in a form attached hereto as Schedule "A".



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request had been received from the International Village B.I.A. for a street market to be held on Ferguson Avenue, between King Street and Rebecca Street from 8:00 am to 6:00 pm., every Sunday and statutory holiday from July 31, 1994 to October 16, 1994. The closure area would not include the intersection at King William Street.

On April 26, 1994, Council permitted the applicant the use of Ferguson Avenue for the street market on a limited basis.

As this temporary closure request is over a long term a notice of the closure was placed in the newspaper on four consecutive weeks in accordance with the provisions of the Municipal Act. To date, no objections have been received.

JKC/MJP

cc: P.C. D. Schwalm, Special Event Coordinator, Regional Police Services
J. Winn, Hamilton Fire Department
M. Main, Director, Traffic Department
D. Powers, Senior Solicitor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

TEMPORARY CLOSURE OF THE PORTION OF FERGUSON AVENUE
BETWEEN KING STREET & REBECCA STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 (1) of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to temporarily close any highway or part of a highway;

AND WHEREAS an application by the International Village B.I.A. has been received for temporary closure of Ferguson Avenue between King Street and Rebecca Street, excluding the intersection of King William Street;

AND WHEREAS it is expedient to temporarily stop-up portions of Ferguson Avenue;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Traffic and Engineering Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of Ferguson Avenue described as;

Firstly: Part of Ferguson Avenue (formerly Nelson Street) as shown on Registered Plan No. 36 & No. 38, extending from the northern limit of King Street, Registered Plan No. 38 to the southern limit of King William Street (formerly East Market Street) Registered Plan No. 36.

Secondly: Part of Ferguson Avenue (formerly Nelson Street) as shown on Registered Plan No. 36, extending from the northern limit of King William Street (formerly East Market Street) to the southern limit of Rebecca Street, Registered Plan No. 36.

All in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The portions of Ferguson Avenue described in 'Firstly' and 'Secondly', are hereby temporarily stopped up and closed from 8:00 a.m. to 6:00 p.m., every Sunday and statutory holiday from July 31, 1994 to October 16, 1994.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

2

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 May 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

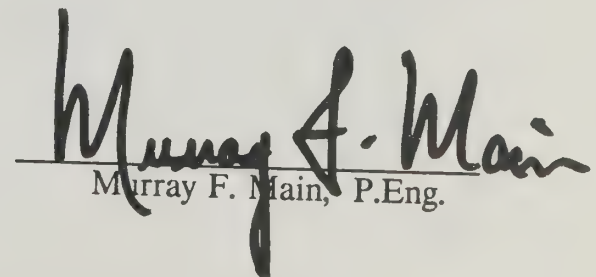
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Blake Street between Maplewood Avenue and Cumberland Avenue - Parking Regulations.
[TEC-115-94]

RECOMMENDATION:

That no action be taken on the request to remove the existing "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Blake Street between Maplewood Avenue and Cumberland Avenue.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds would be available in the 1994 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department recently received the attached petition signed by representatives of 34 of the 37 one, two and three family dwellings abutting Blake between Maplewood and Cumberland requesting that the existing "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of the street in this area be removed. Thirty-two residents are in favour of removing the subject regulation while two are opposed. The Traffic Department has also received a letter from a resident of Roseland Avenue, which runs easterly off Blake, and this resident is also opposed to the removal of the subject regulation.

Blake has a 28 foot pavement width, and presently, there is a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side and there is unrestricted parking on the west side of the street in this area.

Prior to 1962, this street was signed with an "Alternate Side Parking" regulation. The residents at that time expressed concern regarding a lack of on-street parking and submitted a petition to remove the "Alternate Side Parking" regulation. However, it was pointed out by the Fire Chief that if parking was permitted on both sides of the street, access by fire trucks would be obstructed. The former Transportation and Traffic Committee decided to compromise by prohibiting parking on the east side of the street during the day, and these regulations still exist, thirty-two years later.

The Traffic Department supports the principle of prohibiting parking on one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. Also, the Traffic Department has asked the current Fire Chief to provide his comments regarding this request. Attached please find his response in which he advises that he is opposed to allowing parking on both sides of Blake "at anytime because of the serious effect it could have on our emergency operations". Therefore, although 87% of the abutting residents support the removal of the part-time parking prohibition, neither the Traffic Department nor the Fire Department support this request.

Both Alderman Morelli and Alderman Drury have asked that this matter be placed before the Committee for consideration.


CVB/MH/ca

Attach.



City of
HAMILTON

G. Baker
Chief
Hamilton Fire Department

55 King William Street, Hamilton, Ontario, L8R 1A2
Tel. (905) 546-3341 / Fax (905) 546-3344

1994 April 27

Mr. M. F. Main, P. Eng.
Director of Traffic Services
Traffic Department

Dear Sir:

Re: Blake Street - Parking Regulations:

I have reviewed your letter of April 13th and offer the following comments.

Hamilton Fire Department emergency apparatus have maximum lengths of 40 feet and can demand widths of 18 feet when aerial truck jacks are fully extended to perform emergency operations, therefore, I do not support parking on the east and west sides of Blake Street between Maplewood and Cumberland "AT ANYTIME" because of the serious effect it could have on our emergency operations.

Yours truly,

G. BAKER
Chief

GB/so

FILE					
REC'D APR 28 1994					
To	Initials	Info.	Act	R	
M.F.M.	10				
H.L.S.					
R.W.K.					
M.B.H.	ML			✓	
R.W.H.					
W.L.D.					
B.J.M.					
G.J.F.					
R.J.W.					
E.R.A.					
WYS				✓	



3.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 12
T103-03 (307) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: Proposed Closure; East/West Alley adjacent to
Municipal #13 Walnut Street North to 34.83m Westerly **R-94-42 (a)**

RECOMMENDATION:

- i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the East/West Alley adjacent to #13 Walnut Street North, from Walnut Street North to 34.83m Westerly;
- ii) That the Applicant register a reference plan prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor;
- iii) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;
- iv) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990;
- v) That the applicant provide an easement to Hamilton Hydro-Electric System for their existing plant within the closure area.
- vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.



E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City of Hamilton Parking Authority has submitted a request to close the East/West Alley adjacent to #13 Walnut Street North to 34.83m westerly.

Cont'd ...

1994 July 12

Proposed Closure: 13 Walnut Street North

Cont'd

The subject alley is in the block surrounded by King Street, Walnut Street, King William Street and Mary Street. The alley was assumed by City By-law 1473, in 1913 and registered as Instrument No.145372.

The Parking Authority owns land on both sides of the subject alley and their intent is to merge the property south of the alley with the lands to the north, known as Municipal Carpark #5.

This Department has circulated a notice of closure to the affected municipal departments, public utilities and abutting property residents/owners. No objections have been received from any municipal department or public utility company.

The results of the notification to residents and owners are as follows:

Total number circularized: 178

In favour: 16

Opposed: 4

No response: 158

Leathers Ltd., the tenant at 18 Mary Street, was opposed to the closure as they believed access to a loading dock at the rear of their store on Mary Street would be denied. Staff from the Parking Authority and one of the ward Alderman met with the owner of Leathers Inc. and it was agreed that the Parking Authority will construct and maintain a gate on the alley which will provide access to the Leathers Inc. side door.

Leathers Ltd. is also concerned that access to their store at 157 King Street East would be denied. However, the proposed closure will not impact on the King Street store. Deliveries are made to the rear of the King Street properties via an existing right of way from Walnut Street westerly. The subject alley is a further forty four feet north.

The two other area responses were regarding the safety of pedestrian and vehicular traffic on Mary Street. However, this would not be compromised as a result of the closure.

Hamilton Hydro has informed this Department that there are three wood poles, two transformers and associated high voltage and low voltage wire in the subject alley. They therefore request that an easement be granted by the applicant in their favour.

Since there have been no objections from any municipal departments and the concerns of the area residents and businesses can be accommodated, this Department is in favour of the closure.

JKC:

cc: A. Zuidema, Law Department

cc: M. Watson, Property Department

PUBLIC NOTICE

TEMPORARY CLOSURE OF THE PORTION OF FERGUSON AVENUE, BETWEEN KING STREET AND REBECCA STREET

Notice is hereby given pursuant to Section 300 of The Municipal Act R.S.O. 1990, Chapter M.45 that the Council of The Corporation of the City of Hamilton will at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, July 26, 1994, pass a by-law to temporarily close the Public Road Allowance of Ferguson Avenue, between the north limit of King Street to the south limit of King William Street and from the north limit of King William Street to the south limit of Rebecca Street on consecutive Sundays beginning on July 31, 1994, to October 16, 1994, Monday August 1, 1994 and Monday September 5, 1994, from 8:00 am to 6:00 pm. for the International Village B.I.A. Street Market.

On Monday, July 18, 1994, at 10:00 am., City Council through its Transport and Environment Committee, will hear in person, or by his counsel, solicitor or agent, any person who claims that his lands will be prejudicially affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should make written application to the following individuals as soon as possible:

K. Christenson, Secretary
Transport and Environment Committee
Office of the City Clerk
City Hall, 71 Main Street West
Hamilton, Ontario
L8N 3T4

J. J. Schatz
City Clerk
The Corporation of the
City of Hamilton

Dates to Advertise
Tuesday, June 21, 28 and July 5, 12, 1994

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 30

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport & Environment Committee

FROM: Tina Agnello, Secretary
Planning and Development Committee

SUBJECT: Walkway closure at 300-304 St. Andrews Drive.

RECOMMENDATION:

That the Transport & Environment Committee be requested to consider a walkway closure at 300-304 St. Andrews Drive, to proceed as a City Initiative to resolve problems of vandalism.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Transport and Environment Committee to determine costs and the method of financing.

BACKGROUND:

At the Planning and Development Committee meeting of 1994 June 22, Alderman Agostino appeared as a Delegation to request a Walkway Closure at 300-304 St. Andrews Drive, and submitted a letter from the Hamilton-Wentworth Regional Police, attached hereto, stating that the vandalism, littering and loitering problems would best be dealt with by closing the pathway.

TA/dbm
Attachment.

4

Alderman Ward 5 - Regional Councillor

City of
HAMILTON



Health & Social Services
Committee
-Chairman

Hamilton Farmer's Market
Subcommittee
-Chairman

Visible Minorities
Representation
Subcommittee
-Chairman

Day Care Task Force
-Chairman

School Child Nutrition
Task Force
-Chairman

Roomers & Boarders
Task Force
-Chairman

Employee Suggestion
Subcommittee
-Chairman

Hamilton Parking Authority
Committee
Vice-Chairman

Parks & Recreation
Committee

Economic Development
Committee

Airport Management
Board

CFL Hall of Fame
Committee

Status of Women
Subcommittee

Regional Audit
Committee

Hamilton Civic Hospitals
Board

Art Gallery of Hamilton
Board

Pre-Hospital Quality
of Care
Committee

1994 May 20

PHD 1994 June 22
Letter to the City

MAY 24 1994

Ms. T. Agnello, Secretary,
Planning and Development Committee

Dear Ms. Agnello:

I would like to have an item placed on the next agenda of the Planning and Development Committee regarding the walkway closure at 300-304 St. Andrews Drive.

Please find attached a letter of support from the Police Department regarding this item.

I would appreciate being notified as to the date and time of this item so I may speak to the issue.

Yours sincerely,

**DOMINIC AGOSTINO, ALDERMAN,
WARD 5**

DA:tb

c.c. Mr. J. Raberts
300 St. Andrews
Hamilton, Ontario
L8K 5K4



Hamilton-Wentworth Regional Police



"In Partnership
With Our
Community"

April 21, 1994

Alderman Dominic Agostino
City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Agostino:

I have reviewed the complaint of Mr. J. Raberts regarding the pathway between Unit #'s 300 & 304 St. Andrew's Drive. There is no doubt in my mind that this problem would be best dealt with by closing the pathway.

The current situation is an invitation to vandalism, littering and loitering, and short of constant attention, the situation will undoubtedly continue to be a nuisance to the community residents.

Constable Bull has spoken to the neighbours adjoining the pathway and they strongly support its closure. The pathway appears to serve no useful purpose and in fact may be a liability as it provides an access to a ravine that could be considered treacherous particularly during inclement weather.

I would support any effort in closing this pathway. In the interim, our officers will continue to give this area special attention.

Sincerely,

Phil Slack
Superintendent
Division Two

PS/rj

Chief of Police, Robert B. Middaugh
155 King William Street, Box 1060, LCD 1
Hamilton, Ontario, Canada L8N 4C1
Telephone (905) 546-4925

6a)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

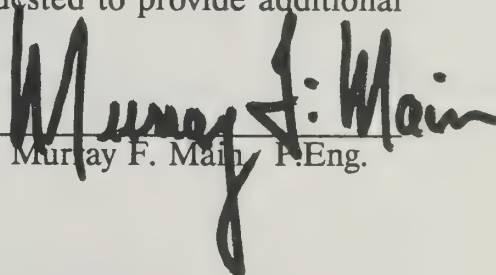
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Beach Road and Rowanwood Avenue - Intersection Control [TEC-139-94]

RECOMMENDATION:

- a) That no action be taken on the request that stop signs be erected on Beach Road at Rowanwood Avenue; and
- b) That the Hamilton-Wentworth Regional Police be requested to provide additional speed enforcement in this area.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of stop signs on Beach Road at Rowanwood Avenue would result in additional motor vehicle operating costs in the order of \$60,000 per year.

BACKGROUND:

Alderman Don Drury has again asked the Traffic Department to report to the Committee respecting the feasibility of implementing four-way stop control at the intersection of Beach Road and Rowanwood Avenue. The Traffic Department reported to the Committee respecting this matter with an information report dated 1994 March 29. However, we have again reviewed this matter, and have the following report.

Previous concerns were related to the speed of traffic on Beach Road in this area. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed

control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

A second concern was to provide a safe pedestrian crossing at Rowanwood Avenue. A review of the collision record has determined that there have been no reported pedestrian collisions within a block of Rowanwood, in at least the last seven year period.

Beach Road is a through street and a truck route, and serves as a major collector roadway through this industrial/residential area. The implementation of stop signs on Beach Road at any intersection between Gage and Ottawa would unnecessarily interrupt the flow of traffic and would result in increased noise and air pollution in what is primarily a residential neighbourhood.

For the above reasons, the Traffic Department does not recommend the erection of stop signs on Beach Road at Rowanwood Avenue, but recommends that the Hamilton-Wentworth Regional Police Department be requested to provide additional speed enforcement on Beach Road in this area.

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MH
MH/jd

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CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

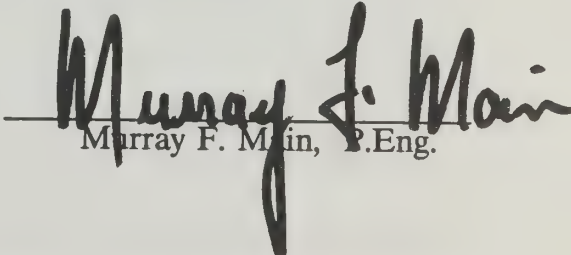
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Westerly Intersection of Cumberland Avenue and Sanford Avenue South - Intersection Control [TEC-140-94]

RECOMMENDATION:

That no action be taken on the request that an eastbound stop sign be erected on Cumberland Avenue at the westerly intersection with Sanford Avenue South.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Erecting a stop sign on Cumberland Avenue at the westerly intersection with Sanford Avenue South would result in increased motor vehicle operating costs in the order of \$70,000 per year.

BACKGROUND:

Alderman Don Drury has asked the Traffic Department to report to the Transport and Environment Committee respecting the need for a stop sign on Cumberland Avenue at the westerly intersection of Sanford Avenue South. The subject intersection is an off-set, four leg intersection, and presently, northbound, southbound and westbound traffic is required to stop for eastbound traffic on Cumberland. Cumberland is operated one-way easterly between Wentworth and Sanford, and two-way for the remainder of the street.

Traffic Department records indicate that there have been no reported collisions at the intersection of the west leg of Cumberland and Sanford in at least the last eleven years. Thus, the collision record could not be approved upon by the erection of a stop sign.

As a result of previous concerns about this intersection, the following safety measures have already been implemented:

- crosswalks were painted across the south and west approaches; and
- pedestrians are prohibited from crossing Sanford between the east and west legs of Cumberland; and
- an oversize "Playground Sign" was erected opposite the west leg of Cumberland.

The Traffic Department has again assessed this request, and has its usual concerns respecting unwarranted all-way stop control, including the fact that there is no collision problem at the intersection, unnecessary stop signs have extremely harmful environmental effects, stop signs have no effect on the speed or volume of traffic, and unwarranted stop signs create disrespect by motorists to the extent that the observation of stop signs is deteriorating every year.

Erecting a stop sign on the west leg of Cumberland at Sanford would result in additional motor vehicle operating costs in the order of \$70,000 per year.

At the present time, traffic on Cumberland, in the one mile section between Wentworth and Gage, is stopped at only two locations, which are Sherman Avenue and Sanford Avenue (westbound only). Cumberland has always functioned as an arterial street, and as an extension of Charlton Avenue west of Wentworth Street to Lawrence Road east of Gage Avenue. This is the only continuous street between Main Street (which is one-way eastbound) at the foot of the escarpment, and the need for a continuous two-way street in this area is self-evident. However, the volumes of traffic on Cumberland are very modest by arterial standards and are in the order of 8,000 vehicles per day. A street carrying 8,000 vehicles per day is not at a point where there is undue difficulty for motorists or for the pedestrians attempting to cross the street.

The only other east-west streets in this area with any kind of continuity at all are Delaware Avenue and Maplewood Avenue, and these are also through streets with no stop signs except at Sherman Avenue. These streets are bus routes. It is our conclusion that there is a need for a through arterial street (with few stop signs to frustrate local and through traffic) in the area between Main Street and the foot of the escarpment and that the preferred route is Cumberland Avenue since it is along the perimeter of the neighbourhood rather than through the centre of the two neighbourhoods. In view of the above, the Traffic Department recommends that no additional stop signs be implemented on Cumberland Avenue, but the Department would be prepared to review the possibility of installing stops at selected locations on Delaware/Maplewood if Cumberland can be maintained as the through route.

MH
MH/jd

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CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 July 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

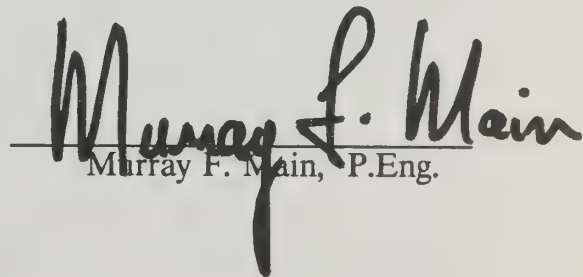
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Dunsmure Road and Melrose Avenue South - Intersection Control. [TEC-158-94]

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Dunsmure Road and Melrose Avenue South.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted four-way stop control at intersections such as this results in increased motor vehicle operating costs in the order of \$10,000.00 annually.

BACKGROUND:

Alderman Bernie Morelli and Alderman Don Drury have requested that four-way stop control be implemented at the intersection of Dunsmure Road and Melrose Avenue South. The Traffic Department has also received a letter and a copy of a petition dated 1994 June 09, from Mr. Myroslaw Lazar, 55 Melrose Avenue South, requesting that four-way stop control be implemented at this intersection to slow down traffic on Melrose.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Dunsmure is required to stop for northbound and southbound traffic on Melrose. Traffic Department records indicate that the intersection has experienced an average of 1.1 reported collisions per year over the past 9 1/2 years. This is a good collision record for this type of intersection.

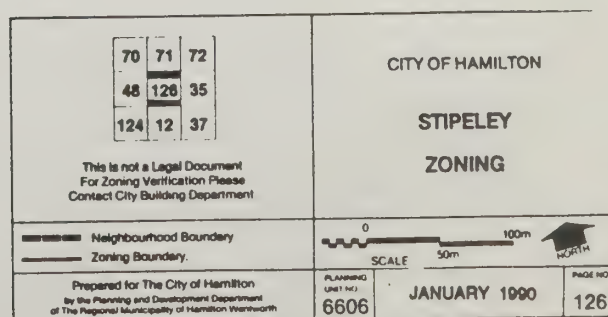
The Traffic Department utilizes certain criteria to determine when all-direction stop control is required at an intersection because of the large number of requests for this type of device. The criteria are related to the proximity of the front door of a school, the classification of the intersecting streets, the past collision record and to severe visibility obstructions which make it necessary for all vehicles to stop. None of the criteria respecting the use of all-direction stop control are met at this location.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted all-way stops, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental effects, stop signs have no affect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the compliance with stop signs is deteriorating every year.

More importantly, there is a traffic signal at the intersection of Melrose and King, which is approximately 820 feet north of Dunsmure and Melrose. Experience has shown that the erection of stop signs within 1,000 feet of a traffic signal creates a conflict for motorists, in that the motorist "attempting to make the light", fails to observe the stop sign. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop, and the motorist, for what ever reason, fails to stop for the stop sign.

For the above-noted reasons, the Traffic Department does not recommend the request for four-way stop control at the intersection of Dunsmure and Melrose.

7/14
MT/CVB/kg



7.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 24

JUL 1 2 1994

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

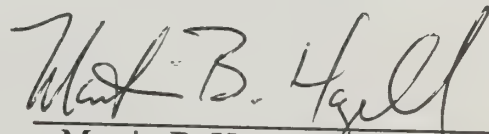
FROM: Mr. Martin B. Hazell, CET, CMM
Secretary, Pedestrian Safety Advisory Sub-Committee

SUBJECT:

Enforcement in "No Stopping" areas adjacent to Elementary Schools [TEC-154-94]

RECOMMENDATION:

That enforcement in "No Stopping" areas adjacent to schools be provided without giving the motorists an opportunity to move their vehicles, at the request of the abutting school.


Martin B. Hazell, CET, CMM

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

At the 1994 June 2 meeting of the Pedestrian Safety Advisory Subcommittee, Wendy Moore-Spors (citizen member) expressed concern that vehicles stopping to pick up or drop off children in "No Stopping" areas adjacent to elementary schools should be immediately issued parking infraction notices, rather than being given an opportunity to move their vehicles, which has always been standard practice.

The concerns stem from, in part, continual violations of the "No Stopping" areas on Dundurn in front of Earl Kitchener School despite attempts through school newsletters and enforcement by Regional Police and by the Traffic Department to control the illegal stopping. Stopping in these areas generally creates safety hazards in critical pedestrian areas.

Normal enforcement practice is to always give the motorist an opportunity to move the vehicle, since the objective is, in part, to move the vehicle promptly, as well as to deter future violations. The motorist generally appreciates this forgiving approach. However, repeat violations such as parents at schools frequently take advantage of this policy, by driving around the block and returning to the same area.

After considerable discussion, the Subcommittee agreed to recommend that enforcement in "No Stopping" areas adjacent to schools should be provided without warning, at the request of the adjacent school.

mh
MH/jd

ROBERT M. MORROW
MAYOR



8a)

June 8th, 1994

JUN 10 1994

✓
MEMO TO:

Mr. Kevin Christenson, Secretary
Transport and Environment Committee

Mrs. Tina Agnello, Secretary
Planning and Development Committee

FROM:

Mayor Robert Morrow

Would you please place on both the Transport and Environment Committee Agenda and the Planning and Development Committee Agenda the following items for general discussion.

1. Access routes to the Harbour
2. Beautification of same

Thanks.

RMM:tt



City Hall
71 Main Street West, Hamilton, Ontario Canada L8N 3T4
Telephone: (905) 546-2790
Fax: (905) 546-3915 546-2448 (TDD Only)

9.

1994 June 10

JUN 13 1994

Mr. K. Christenson, Secretary
Transport and Environment Committee
c/o City Clerk's Department
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Christenson:

Re: Request to Appear as Delegation at the June 20th
Transport and Environment Committee Meeting -
Downtown Action Plan Co-ordinating Committee.

Representatives from the Downtown Action Plan Co-ordinating Committee would like to appear as a delegation at the Transport and Environment Committee meeting scheduled for Monday, 1994 June 20th at 9:30 a.m. to discuss the following items:

- that the publicly assumed alleyways within the B.I.A.'s be highly prioritized by the City of Hamilton for snow ploughing during the winter season
- that the City of Hamilton assume the maintenance of all litter containers within B.I.A.'s including existing and additional containers when requested
- that the litter containers be maintained more efficiently by the City of Hamilton
- that lids for litter containers be investigated by the City of Hamilton in an attempt to alleviate placement of household garbage in same.

Please advise me if permission is granted for the delegation to appear at the 20th June meeting. I can be reached at 2755.

Yours very truly,



Hazel Milsome

Secretary, Downtown Action Plan Co-ordinating Committee

c.c. Members of the Downtown Action Plan Co-ordinating Committee



Westdale Village B.I.A.
985 B105
King St. W
Hamilton Ont.
L8S 1K9
(905) 523-7551

10

To Tina Agnello
Fax 546-2095

July 11/ 94

Re: Increased Garbage Collection and Alleyway Snow Removal:

Dear Tina Agnello

1. Please except our confirmation that a delegation headed by Dan Upsdell (from the Westdale Village BIA) will be addressing the issue of street side garbage can number and maintenance in the Westdale Village area.
2. Please except our confirmation that a delegation headed by Mr. McTaggart (BAC) will be addressing the issue of City assumed alleyway snow removal, for the entire Hamilton at the next T&E meeting. If possible could the garbage can issue be placed just before the snow removal issue. Thank-you
3. Please except our confirmation that a delegation headed by Mr. McTaggart (from the Downtown Action Plan Committee) will be addressing the issue of purchasing and care of hanging baskets in Hamilton.

If possible could the three issues mentioned be placed in consecutive order on the T&E agenda.

Dan Eisner
Liaison

DU/de

CC
Tina Agnello
Mayor Morrow
Alderman Kiss
Alderman Cooke
Melissa Gould

11.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 1

JUN 10 1994

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

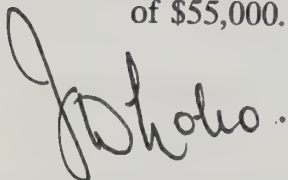
FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Mayor's Task Force on Downtown Issues and Renewal

RECOMMENDATION:

1. That the following initiatives of the Public Works Department be recognized as contributions to the Mayor's Downtown Renewal programme:
 - The supply of floral plant material and planting of planters in the James Street North Business Area.
 - The supply and maintenance of 250 hanging baskets on King Street East and James Street South, in accordance with Hamilton-Wentworth Regional Council's direction.
 - The replacement of over 60 trees in hard surface areas within the downtown core, including new tree grates and paving stones, as required.
 - The removal of posters from poles, etc. on an on-going basis, in accordance with our by-laws.
 - The cleaning, washing and painting of all garbage bins serving the downtown business community.
 - The re-initiation of efforts to join the redevelopment area east of Bay Street with Hess Village, through staff arranged meetings, between Downtown Hamilton BIA and International Village BIA, with a view to include discussions with the Sheraton Hotel, Lloyd D. Jackson Square, the Hess Village Association and the George Street Mall Authority.
 - The hosting of meetings with the Ward 2 Aldermen, Public Works Department staff, and business people within the area of James Street North and Barton Street to review various issues, including the benefits of forming Business Associations.

- The upgrading of streetlighting on James Street, between Vine and Main Streets and on King Street, between Wellington and MacNab Streets.
 - The provision of mechanical street cleaning services from Wellington to Bay Streets and Barton to Main Streets, on a 3 times-per-week schedule and manual sidewalk cleaning 7 days a week.
 - The painting of poles in the downtown core on King Street, from James Street to Mary Street and on James Street, from Main Street to King William Street.
 - The upgrading of lighting in alleyways through the addition of 3 luminaires in the Downtown Hamilton BIA and 4 new luminaires in the International Village BIA.
2. That consideration be given in the 1995 Current Budget deliberations for expansion packages to provide enhanced services in the downtown core, as follows:
- Treat all assumed alleyways in the Central Business District as roadways vis-a-vis snow removal and maintenance at an annual cost of \$105,000.
 - Provide full sidewalk snow clearing services in the downtown core at an annual cost of \$55,000.



D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, the recommendations in this report can be divided into two basic categories.

These categories include (i) all initiatives which are being undertaken at this time within the funding limitations available for 1994 and, (ii) those initiatives which are expansions to existing service levels and will require future funding approvals.

Category (i)

- The supply and planting of floral material in the 14 floral planters in the James Street North Business Area is funded from the 1994 Current Budget, Floral Planter Program, Centre No. 60433. As in the past 2 years, adjacent property owners will be contacted by a representative of the Public Works Department and by letter to ask them to maintain the planters located in front of their properties.
- The supply and maintenance of 250 floral hanging baskets on King Street East and James Street South will be funded in 1994 100% by the Hamilton-Wentworth Region, Centre No. 302255. The annual cost for growing, installing and maintaining in subsequent years will be cost-shared with the Region on a 50/50 basis and will be brought forward as an adjustment during the 1995 current budget deliberations.

- A program to remove and replace 47 trees planted in hard surface areas in the downtown core is currently under way funded through the Current Budget Centre No. 60402. In addition, Public Works Department personnel will be removing and replacing dead and/or dying trees in hard surface areas with funds from 1994 Capital Budget programs. Trees that are removed in an area with old-style grates will be replaced with the new grate system currently in use by our Forestry Department. Public Works staff have also investigated all hard surface trees and removed broken paving stones, unmatched paving stones and replaced them with the stones currently in place in the area. In addition, mismatched paving stones in concrete sidewalks where trees are planted with our new grate system were replaced with grey stones to improve the overall aesthetics of the area. Over 60 trees in total will be replaced.
- The upgrading of lighting on James and King Streets includes increasing the wattage of the luminaires and some additional luminaires to be added on James Street. This work will be funded through the 1994 Capital Budget, Reconstruction Programme for Streetlighting Modifications.
- The mechanical and manual street and sidewalk cleaning is completed within the approved departmental Current Budget.

Category (ii)

Snow Clearing in Alleyways

- An estimate for the clearing of snow from the alleyways in the downtown core has been prepared. It is important to note that the estimated cost of \$105,000 per year is based upon a 5-year average snow accumulation of 152 cm.
- As the provision of this work would be an expansion of service, this proposal would be advanced for consideration as an expansion package during the 1995 Current Budget deliberations.

Snow Clearing of Sidewalks

- The estimated cost for the clearing of snow from all sidewalks in the downtown core is \$55,000 per year. This estimate is based upon an average snow accumulation of 152 cm. per year.

As this proposal is an expansion service, it must be advanced for consideration as an expansion package during the 1995 Current Budget deliberations.

It must be noted that the provision of snow clearing for alleyways and sidewalks in the downtown core will be a service which may be deemed desirable by all BIA's throughout the City.

The cost estimates forwarded in this report deal only with those alleyways and sidewalks in the downtown core.

The cost for providing this service on a City wide basis, in all BIA's, could reach \$371,000.

Should this service be extended to include all major commercial areas, the total cost would be in the order of \$1,000,000.

BACKGROUND:

The Mayor's Task Force on Downtown Issues and Renewal advanced their first report on February 23, 1994. Subsequently, numerous issues from the Report's 29 point plan have been advanced through various standing committee of City Council, which lie within the jurisdiction of the Public Works Department.

This report amalgamates all of these diverse issues which are within the jurisdiction of Public Works.

The following information is a summary of the specific components of the 29 point plan and the Department's corresponding action steps:

8. *That efforts be re-initiated to join the redeveloped area east of Bay Street Hess Village*

The Community Renewal Section is hosting meetings between the Downtown BIA and International Village BIA with a view to include discussions with the Sheraton Hotel, Lloyd D. Jackson Square, the Hess Village Association and the George Street Mall Authority.

9. *That the fountain project be supported as well as all else flowing from the 1996 celebrations.*

With respect to the Gore Park fountain proposal, the Parks Division will be facilitating a recommendation through the Gore Park Review Team to the appropriate standing committee of Council as to the most appropriate location for the fountain.

In addition, the deteriorating walkways within Gore Park are scheduled for reconstruction in 1995 to coincide with any development work needed to support the fountain proposal.

10. *That all B.I.A. and City (and any other) beautification projects--flowers, hanging flower baskets and trees, etc. be supported even amidst any other spending cuts - the same to apply city-wide.*

The Horticultural Section is involved in numerous projects which support this recommendation. These initiatives include the following:

- The supply and planting of flowers in the planters in the James St. Business Area.
- The supply and maintenance at 250 hanging baskets on King Street East and James Street South.

- The replacement of over 60 trees in hard surface areas within the downtown core, including new tree grates and paving stones as required.
- The planting of floral beds, traffic islands and trees on a City-wide basis.

12. *That the City study the standard of lighting on King, James and King William Streets with a view to upgrading it satisfactorily.*

The upgrading of street lighting is being undertaken on James Street, between Vine and Main and on King Street, between Wellington and MacNab. This work includes increasing the wattage of the luminaires and additional luminaires on James Street. Also, increased efforts will be taken to clean all luminaires in the downtown core.

13. *That the City review the cost to treat all assumed alleyways in the Central Business District as roadways vis-a-vis snow removal and maintenance. Also to review lighting and refuse. Efforts to be co-ordinated with B.I.A.'s and Business Associations, etc.*

Comprehensive cost estimates have been prepared for the clearing of snow from alleyways in the downtown core. This proposal will be advanced, as an expansion of service levels, for consideration in the 1995 Current Budget deliberations.

All garbage bins in the downtown core are being cleaned, washed and painted.

Additional lights are being installed in various alleyways as a continuation of the alleyway lighting upgrading of previous years.

The Community Renewal Section will continue to dialogue with the various BIA's to maintain the success of these efforts.

14. *That City staff and the public to be encouraged to remove signs from poles, etc. in accordance with By-law.*

Public Works' staff have increased their efforts to remove posters in accordance with our by-laws.

15. *That all efforts of business people on James Street North to form business associations be supported.*

The Community Renewal Section is attending meetings with the Ward 2 Aldermen and the business people within the area of James Street North and Barton Street to review the benefits of forming Business Associations.

18. *That a pleasant street and sidewalk ambience be a priority in all decisions - everything from outdoor cafes to beautification to police presence, etc.*

As previously indicated, the Public Works Department is involved in numerous beautification projects in the downtown core. In addition, mechanical street cleaning services are being undertaken on a 3 times-per-week schedule and manual sidewalk cleaning is undertaken on a 7 days-a-week basis.

Through the commercial improvement programme, the poles which have been damaged by posters, etc. are being repainted. This work will be undertaken on King Street from James Street to Mary Street and on James Street from Main to King William.

22. *That the City be congratulated on an excellent job on snow removal of the roads but encouraged to do a better job on sidewalks and all pedestrian areas.*

Comprehensive cost estimates have been prepared for the clearing of snow from all sidewalks in the downtown core. This proposal will be advanced as an expansion of service levels, for consideration in the 1995 Current Budget deliberations.

CFE:jh
Attch.

- c.c. Mayor R. Morrow
- c.c. J. G. Pavelka, P.Eng., Chief Administrative Officer
- c.c. A. Ross, Treasurer
- c.c. T. Agnello, Secretary, Planning & Development Committee
- c.c. K. Christenson, Secretary, Parks & Recreation Committee
- c.c. S. Reeder, Secretary, Finance & Administration Committee

CONSENT AGENDA

Transport and Environment Committee
Monday, 1994 July 18
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. APPROVAL OF THE MINUTES

Committee Meeting held 1994 June 20

B. DIRECTOR OF PUBLIC WORKS

- a) Green Streets Canada - Municipal Tree Planting Recognition Program
- b) Construction of a Combined Sidewalk and Curb on the South Side of Brock Street from John Street to Approximately 24m East of Hughson Street.

C. DIRECTOR OF PROPERTY

- a) Offer to Purchase (Highway Closure) Hamilton Medical Arts Building, Limited Alley Closure at 1 Young Street, Hamilton
- b) Lease of City Owned Lands on Queenston Road, Westerly from Kenora Avenue, to Cara Operations Limited
- c) Transfer of Berm Easement - Part 1, Plan 62R-2525, Rear of 293 Limeridge Road West

D. SENIOR DIRECTOR, ROADS DEPARTMENT

- a) Encroachment Agreement: 18-24 James Street South
- b) Encroachment: 252 Beechwood Avenue
- c) Banner Application - Macedonian Orthodox Church Diocese
- d) Incorporating certain City Lands into Various Streets By-law
- e) 1994 Servicing Expenditures Related to Subdivisions
- f) Temporary Street Closure: Hess Village Grand Prix Cycling Race - 1994 August 1

- g) **St. Mary's Holy Spirit Festival: Closure of Sheaffe Street from Park Street Easterly - July 2 - 3**

E. DIRECTOR OF TRAFFIC SERVICES

a) Parking Regulations

- i) **Stacey Street between Columbia Drive and Laurier Drive - One Hour Parking Time Limit**
- ii) **No. 8 William Street - Request for Reserved "Permit Parking" Space for a Disabled Resident**
- iii) **East Side of Cathcart Street between Kelly Street and Cannon Street - One Hour Parking Time Limit**
- iv) **National Drive - No Parking**
- v) **South Side of Dunsmure Road, West of Garfield Avenue South - No Parking**
- vi) **Jackson Street East - No Parking**
- vii) **No. 15 Holmes Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**
- viii) **No. 538 James Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident**
- ix) **Ray Street South between Main Street West and George Street - Two Hour Parking Time Limit**
- x) **Forest Avenue - No Parking**
- xi) **Wood Street West between MacNab Street North and James Street North - Permit Parking**
- xii) **No. 74 Pearl Street - Request for Reserved Permit Parking Space for a Disabled Resident**

- xiii) No. 86 Whitney Avenue - Request for Wheelchair Loading Zone
- b) Intersection Control
 - i) Douglas Street and Mars Avenue
 - ii) Rexford Drive and Ashtonwood Drive
 - iii) Questor Court and Quaker Crescent
- c) Sanatorium Road - Pedestrian Safety
- d) Rice Avenue between Mohawk Road West and Sanatorium Road - Through Street Designation

F. SECRETARY, PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE

Pedestrian Safety in the City of Hamilton

G. ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

Monday, 1994 June 20
9:30 o'clock a.m.
Room 233, City Hall

A.

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairperson
Alderman M. Kiss
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow, Vacation
Alderman B. Morelli, Other Business

Also present: Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. C. Firth-Eagland, Department of Public Works
Mr. B. Chrystian, Department of Public Works
Mr. R. Meiers, Department of Public Works
Mr. M. Watson, Property Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Services Department
Mr. B. Malone, Traffic Services Department
Mr. T. Gill, Senior Director, Roads Department
Mr. G. Aston, Roads Department
Mr. V. Terluk, Environmental Services Department
Mr. P. Baker, Parking Authority
Mr. P. Barkwell, Law Department
Mrs. Lakhian
Mr. K. Davis
Mr. R. Bonfield
Mr. K. C. Christenson, Secretary

1. DELEGATIONS

(a) Dundurn Street South of Aberdeen

The Committee was in receipt of a report dated 1994 June 15 from the Director of Public Works respecting alteration to a highway, Dundurn Street South, South of Aberdeen Avenue.

The Committee approved the following recommendation:

That the appropriate By-law to alter Dundurn Street South, south of Aberdeen Avenue by installing a temporary curb stone island within the portion of the street be enacted.

(b) Alteration to a Highway Dana Drive/Norrie Avenue Intersection

The Committee was in receipt of a report dated 1994 June 15 from the Director of Public Works respecting the subject matter.

Mrs. Lakhian, a resident on Dana Drive, spoke to the issue and described the alterations and how they affect the properties of the abutting owners. She requested that the Committee consider further alterations to the Plan presented

and following further discussion, the Committee agreed to amend the Plan and approve the following recommendation:

That the appropriate By-law to alter Dana Drive/Norrie Avenue Intersection for the purpose of widening the travelled portion of the said streets be enacted.

(c) Proposed Closure East/West Alley Adjacent to 13 Walnut Street North

The Committee was in receipt of a report dated 1994 May 31 from the Senior Director of the Roads Department respecting the subject matter.

Mr. Keith Davis of 183 King Street East appeared before the Committee and indicated that the closure of this alley would affect his business and that he was against the recommendation as presented.

Mr. Roger Bondfield appeared before the Committee and indicated that he was no opposed to the closure.

Following discussion, and at the request of Alderman Agro, the Committee agreed that the item be tabled until the next meeting in order that further information be presented. The Committee further directed that Mr. Keith Davis be advised of the date and time of the next Transport and Environment meeting at which this issue would be reconsidered.

(d) By-law to Stop-up, Close, Retain and Authorize the Sale of Part of Upper Kenilworth Avenue

The Committee was in receipt of a report dated 1994 June 09 from the Senior Director of the Roads Department respecting the subject matter.

Following a brief discussion the Committee approved the following recommendation:

- a) That the appropriate By-law for the closure, retention and sale of portions of Upper Kenilworth Avenue, designated as Parts 1, 13 to 31, on Plan 62R-12931, be forwarded to City Council for enactment; and,
- b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-law.

2. SENIOR DIRECTOR OF ROADS DEPARTMENT

(a) Temporary Road Closure: Hess Street South between Main Street and King Street

The Committee was in receipt of a report dated 1994 June 8 from the Senior Director, Roads Department respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

- a) That the application of the Hess Village Merchants Association to temporarily close Hess Street South between King Street and Main Street from 9:30 am on Thursday July 14, 1994 to 11:00 p.m. on Sunday July

The Transport and Environment Committee

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17, 1994, for the annual Hess Village Jazz Festival, be approved, during the pleasure of City Council provided:

- (i) That approval from Regional Police Services be received; and,
 - (ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,
 - (iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services; and,
 - (iv) That all barricading be supplied by and at the expense of the applicant; and,
 - (v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services; and,
 - (vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer; and,
 - (vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
 - (viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services; and,
- b) That authorization be given to the Commissioner of Transportation/Environmental Services with regard to the application of the Hess Village Merchants Association to place a beer tent on the Hess Street South road allowance from 6:00 pm Thursday July 14, to 11:00 pm Sunday July 17, 1994, for the annual Hess Village Jazz Festival subject to the following conditions:
- (i) That approval from Regional Police Services be received; and,
 - (ii) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(b) Trial Closure of Mead Avenue

The Committee was in receipt of a report dated 1994 June 13 from the Senior Director, Roads Department, respecting the subject matter.

The Committee approved the following recommendation:

That a proposed road closure, by-law for the closure of Mead Avenue, 40m west of the south leg of Brighton Avenue to vehicular traffic only, be advertised in accordance with the requirements of the Municipal Act.

(c) Amendment to City of Hamilton Subdivision Agreement and City of Hamilton Modified Subdivision Agreement

The Committee was in receipt of a report dated 1994 June 10 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

- (i) That the City of Hamilton Subdivision Agreement and the City of Hamilton Modified Subdivision Agreement be amended for inclusion of a cash payment of \$100.00 as a deposit to ensure registration of the Certificate of Completion of Maintenance of Services; such deposit to be refundable to the Subdivider in whole, or in part, when the Certificate of completion is registered on title and returned to the City; and,
- (ii) That the cash payment for the registration of the Certificate of Completion for Maintenance of Services be reviewed on an annual basis to ensure that the City of Hamilton collects sufficient security for this item; and,
- (iii) That the wording of Section XX of the standard City of Hamilton Subdivision agreement and Item 11 of the standard City of Hamilton Modified Subdivision Agreement be subject to the approval of the City Solicitor.

3. DIRECTOR OF PUBLIC WORKS/DIRECTOR OF TRAFFIC SERVICES

Crescent Oil

The Committee was in receipt of a report dated 1994 June 14 from the Director of Public Works and the Director of Traffic Services respecting the subject matter.

Mr. C. Firth-Eagland of the Public Works Department spoke to the issue and detailed the background of the report. Following a brief discussion, the Committee approved the following recommendation:

- (a) That the management of Crescent Oil be requested to relocate some of the barrels on their property, to allow semi-trailer trucks to load/unload on the property without encumbering the sidewalk or roadway of Railway Street; and,
- (b) That the Director of Public Works be authorized to pursue a 50/50 cost sharing arrangement with Crescent Oil for the purposes of beautification of the adjacent roadside areas, in accordance with the City's "Industrial Partners" beautification programme, recognizing the need to forward any proposal details for the consideration of the Transport & Environment Committee; and,

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- (c) That consideration be given in the West Harbourfront Development Study as to the feasibility of acquiring the Crescent Oil site on Cannon Street West for public use; and,
- (d) That the Director of Public Works be authorized to provide mechanical street cleaning services in the vicinity of the Crescent Oil site, on a monthly basis.

4. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting held 1994 May 2 were adopted as circulated to the Committee.

B. SENIOR DIRECTOR OF ENVIRONMENTAL SERVICES

(a) Hamilton Bio Conversion Inc. Application for a Certificate of Approval for a Waste Disposal Site (Processing)

The Committee was in receipt of a report dated 1994 June 10 from the Senior Director, Environmental Services.

The Committee approved the following recommendation:

- (i) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Hamilton Bio Conversion Inc. receiving a Provisional Certificate of Approval for a Waste Disposal Site (Processing), located at 490 Nash Road, Hamilton; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully; and,
- (ii) That a copy of this report and the corresponding Council resolution be submitted to the West Central Branch of the MOEE for their consideration in the preparation of the Provisional Certificate of Approval which would apply to the development and operation of the facility proposed by Hamilton Bio Conversion Inc.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) 1994 Transit Shelter Program

- (i) That the Transport and Environment Committee approve 43 transit shelter locations in the City of Hamilton from the attached Table 1 as candidate shelter locations for the 1994 HSR Shelter Program; and,
- (ii) That the HSR install 10 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements; and,

- (iii) That the remaining candidate shelter locations which do not receive a shelter through the 1994 HSR Shelter Program be considered for future years.

D. DIRECTOR OF PROPERTY

(a) Offer to Purchase (Highway Closure) Rear Alleyway Behind Municipal Address, 31 Norfolk Street North - Pauline Clair Ridzon

- (i) That an Offer to Purchase (Highway Closure), duly executed by Pauline Clair Ridzon, on 1994 June 3, and scheduled to close within thirty (30) days of completion of the conditions as set out in the Agreement, but in any event no later than 1995 July 5, for the purchase of a portion of land being composed of part of a 3.658 metre (12 foot) wide alleyway, Registered Plan 647, more particularly described as having a width of 1.82 metres (6.0 feet) more or less, by a length of 5.626 (18.46 feet) more or less, and comprising a total area of 10.289 square metres (110.76 square feet) more or less, and designated as Part 4 on Plan 62R-12021, be approved and completed and the funds derived from this sale of \$2. be credited to Account No.CH 4X501 00102 (Reserve for Property Purchases); and,
- (ii) That these lands be sold subject to an easement in favour of Bell Canada over Part 4, Plan 62R-12021; and,
- (iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

(b) Offer to Purchase - City Sale (Easement) to Region Part of 596 Aberdeen Avenue, Hamilton

- (i) That an Offer to Purchase (Easement) Agreement, executed by Regional Officials, on 1994 May 24 and scheduled to close on or before 1994 September 8, for the purchase by the Region of Part 4 on Plan 62R-12948, having a frontage of 15.040 metres (49.344 feet) more or less, comprising an area of 43.8 square metres (471.5 square feet) more or less, known municipally as part of 596 Aberdeen Avenue, Hamilton, be approved and completed and the funds derived from this sale of \$2 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchase); and,
- (ii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

(c) Offer to Purchase (Highway Closure) First Alley North of McAnulty Avenue to the North/South Alley

- (i) That an Offer to Purchase (Highway Closure), duly executed by Lorne and Moya Fowler, on 1994 May 17 and scheduled to close within thirty (30) days of completion of the conditions as set out in the Agreement, but in any event no later than 1995 July 5, for the sale of part of Lot 407 and 3.658 metres (12 foot) wide alleyway, Registered Plan 505, having a frontage of 3.658 metres (12 feet) more or less, along the westerly limit of Kenilworth Avenue North, by a length of 36.140 metres (118.57 feet) more or

less, being irregular in shape and comprising a total area of 133.915 square metres (1,441.5 square feet) more or less, together with part of Lot 407, Registered Plan 505, having a frontage of .0244 metres (.08 feet) more or less, along the westerly limit of Kenilworth Avenue North, by a length of 34.348 metres (112.69 feet) more or less, and comprising a total area of 2.65 square metres (8.7 square feet) more or less, and designated as Parts 1 and 2 respectively on Plan 62R-11499, and lying directly south of municipal address 433 Kenilworth Avenue North, be approved and completed, and the funds derived from this sale of \$2,000. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases); and,

- (ii) That the required deposit cheque in the amount of \$200. be held by the Treasurer pending Council approval; and,
- (iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

(d) **Dedication of Road Widening to the Region Stone Church Road East, Part 1, Plan 62R-11410, former Leaway Avenue**

- (i) That the City of Hamilton dedicate a parcel of land to the Regional Municipality of Hamilton-Wentworth for incorporation into the Regional road allowance of Stone Church Road East, said parcel being more particularly described as having a width of 2.135 metres (7.005 feet) more or less, by a length of 24.810 metres (81.398 feet) more or less, and comprising a total area of 47.1 square metres (506.980 square feet) more or less, formerly a portion of Leaway Avenue and designated as Part 1 on Reference Plan 62R-11410; and,
- (ii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

E. **SENIOR DIRECTOR, ROADS DEPARTMENT**

(a) **Banner Application: Kinsmen & Kinettes Club of Canada**

That the application of C. Cote, agent for the Kinsmen & Kinettes Club of Canada (604 Northshore Boulevard West, Burlington, L7T 1A1), to display a promotional banner across Main Street West in front of City Hall from 1995 August 14 to 1995 August 21, with the message "Return to the Roaring 20's - Welcome Kinsmen & Kinettes", be approved.

(b) **1994 Annual Overload Permit for Mr. Gordon James**

- (i) That in accordance with Section 7.1 of City of Hamilton By-Law 89-72, Mr. Gordon James be given an Annual Overload Permit for the year 1994 for one (1) tractor trailer to travel the following routes: (1) from M.R.I. Shipping at 670 Strathearne Avenue to Burlington Street. (4) from M.R.I. Shipping to Burlington Street to Windermere Road to Waxman Metals Group; and,
- (ii) That of the \$1979.00 total carrying fee, 26% or \$514.54 be credited to the Regional Holding Account (for the City of Hamilton),

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Account No. 25827011 (Overload Permit Fees) and that 74% or \$1464.46 be credited to Regional Account No. 46025-302220 (Overload Agreements).

(c) Incorporating Certain City Lands Into Various Streets by By-law

- (i) That the following City lands be incorporated into the streets to complete the final street width or to provide access to newly registered subdivisions:

Limeridge Road	Part 1	Plan 62R-12593
Acadia Drive	Part 17	Plan 62R-11096
Acadia Drive	Part 6	Plan 62R-11281
Butler Drive	Part 10	Plan 62R-10568
Harbour Front Drive	Parts 20 & 25	Plan 62R-12134

- (ii) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council; and,
- (iii) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

(d) 1994 Servicing Expenditures Related to Subdivisions

- (i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in;

" ARROWHEAD HEIGHTS OF RYMAL - PHASE 1 ", Hamilton

City's Share \$ -NIL- Owner's Share \$ 86,044.59

"HIGHRIDGE SOUTH - PHASE 2 ", Hamilton

City's Share \$ 9,869.80 Owner's Share - \$ 589,128.90

" ROSE GARDENS - PHASE 2 ", Hamilton

City's Share \$ 29,602. Owner's Share - \$ 165,458.

" SANDRINA GARDENS - PHASE 2 ", Hamilton

City's Share \$52,680. Owner's Share \$277,808.

- (ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Arrowhead Heights of Rymal - Phase 1", Hamilton, "Highridge South - Phase 2", Hamilton, "Rose Gardens - Phase 2", Hamilton and "Sandrina Gardens - Phase 2", Hamilton, as well as any other related documents required for these Subdivisions subject to the approval of the City Solicitor; and,
- (iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered; and,

- (iv) That in the event the owners wish to proceed prior to registration of the Final Plan and Subdivision Agreement they be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for pre-servicing; and,
 - (v) That the City's share of services in "Highridge South - Phase 2", Hamilton (\$ 9,869.80), "Rose Gardens - Phase 2", Hamilton (\$ 29,602.) and "Sandrina Gardens - Phase 2" (\$ 52,680.), Hamilton, be approved and that the Finance and Administration Committee recommend the source of funding for these projects.
- (e) Temporary Closure of King Street West Between North Oval and Cline Avenue
- a) That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of the Westdale B.I.A., to temporarily close King Street West between North Oval and Cline Avenue, from 6:00 pm. Friday May 13, 1994 to 11:00 pm. Saturday May 14, 1994, as the applicant fulfilled the following conditions:
 - (i) The applicant received approval from Regional Police Services; and
 - (ii) The applicant provided proof of \$2,000,000. public liability insurance, naming the City and Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,
 - (iii) All barricading, detour signing and traffic control was subject to the direction of Regional Police Services; and,
 - (iv) All barricading was supplied by and at the expense of the applicant; and,
 - (v) That temporary road closure signs were installed in advance by the Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant; and,
 - (vi) The applicant ensured that clean-up operations were carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the applicant; and,
 - (vii) No property owner or resident within the barricaded area was denied access to their property upon request; and,

- (viii) All property owners and tenants along the closed portion of the route were notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- b) That the application of the Westdale B.I.A. to temporarily close King Street West between North Oval and Cline Avenue, from 6:00 pm. Friday September 30, 1994 to 11:00 pm Saturday October 1, 1994, to hold the same event again, be approved, subject to the above noted conditions.

F. DIRECTOR OF PUBLIC WORKS

(a) Dundurn Street Steps

- (i) That the Senior Director of Roads be authorized and directed to reconstruct the Dundurn Street steps from Dundurn Street to Garth Street; and,
- (ii) That the cost of this work estimated at \$540,000. be charged to Account CF 6094 41020.

(b) Supply of HLS 030 Hot Lay, HL-3 (HS) - Public Works Department

That a purchase order be issued to Cayuga Materials and Construction, Cayuga, for the supply of HLS 030 Hot Lay, HL-3 (HS) asphalt as and when required by the Public Works Department during 1994, being the lowest of 5 tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and be financed through Stock Materials Account No. CH56197 60999.

(c) Proposed Construction of an Independent Concrete Sidewalk on the West Side of Upper James Street from Rymal Road to Christopher Drive

- (i) That the construction of an independent concrete sidewalk on the west side of Upper James Street from Rymal Road to Christopher Drive proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$82,400. with a City's Share of \$44,524. and Owner's Share of \$37,876. all as provided in the 1994 portion of the 1994 - 2003 Capital Budget; and,
- (ii) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (iii) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- (iv) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

(d) Proposed Construction of a Finished Roadway, Concrete Curbs and Sidewalks (Both Sides) on Ferguson Avenue Between Cannon and Barton Streets (Section 12 Local Improvement Act)

- (i) That the construction of a finished roadway, concrete curbs and sidewalks on both sides of Ferguson Avenue between Cannon and Barton Streets proceed as a local improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$670,000. with a City's Share of \$334,049.50 and Owner's Share of \$335,950.50 all as provided in the 1994 portion of the 1994 - 2003 Capital Budget; and,
- (ii) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (iii) That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and,
- (iv) That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

G. DIRECTOR OF TRAFFIC SERVICES

(a) No. 152 Locke Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

- (i) That the existing "Permit Parking" regulation on the east side of Locke Street North commencing at a point 103 feet north of York Boulevard and extending to a point 19 feet northerly therefrom be removed; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(b) Leland Street between Whitney Avenue and Merna Avenue - Parking Regulations

- (i) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the east side of Leland Street commencing at Whitney Avenue and extending to the extended north curb line of Merna Avenue; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(c) Avondale Street Between Barton Street East and the Northerly End - Parking Regulations

- (i) That a "No Parking, 8:00 am - 12:00 noon, 2nd Thursday of each month, April to November" regulation be implemented on the west side of Avondale Street between Barton Street East and the northerly end; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(d) Intersection of Barton Street West and Greig Street - Corner Clearance

- (i) That a "No Stopping" corner clearance be implemented on the south side of Barton Street West commencing at Greig Street and extending to a point 55 feet westerly therefrom; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(e) No. 71 Leeming Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident

- (i) That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 108 feet south of Wright Avenue and extending to a point 19 feet southerly therefrom; and,
- (ii) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Lam Dong Chung, No. 71 Leeming Street; and,
- (iii) That the City Traffic By-law 89-72 be amended accordingly.

(f) West Side of Crawford Drive between Kentley Drive and Hart Place - Parking Regulations

- (i) That a "One Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Friday" regulation be implemented on the west side of Crawford Drive between Kentley Drive and Hart Place be approved; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(g) Grays Road, North of Frances Avenue - Parking Regulations

- (i) That the existing "No Parking" regulation on the east side of Grays Road commencing at Frances Avenue and extending to a point 336 feet northerly therefrom be removed; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(h) No. 110-57 Forest Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

- (i) That a "Permit Parking" regulation be implemented on the south side of Forest Avenue commencing at a point 128 feet west of John Street South and extending to a point 23 feet westerly therefrom; and,
- (ii) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Charles Smith, No. 110-57 Forest Avenue; and,
- (iii) That the City Traffic By-law 89-72 be amended accordingly.

(i) **No. 80 Tom Street - Request to Remove an existing Reserved "Permit Parking" Space for a Disabled Resident**

- (i) That the existing "Permit Parking" regulation on the south side of Tom Street commencing at a point 166 feet west of Dundurn Street North and extending to a point 16 feet westerly therefrom, be removed; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(j) **South Side of Franklin Road, west of East 25th Street - Relocation of a School Bus Loading Zone**

- (i) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Franklin Road commencing at a point 65 feet west of the west curb line of East 25th Street and extending to a point 80 feet westerly be relocated such that the regulation commences at a point 143 feet east of the east curb line of East 24th Street and extends to a point 80 feet easterly; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(k) **Orphir Road - Parking Regulations**

- (i) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of Orphir Road between Rainbow Drive and Sunrise Drive/Starlight Court be changed to a "No Parking, 8:00 a.m. to 4:30 p.m., Monday to Friday" regulation; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(l) **No. 81 East 24th Street - Request for a Reserved Permit Parking Space for a Disabled Resident**

- (i) That a "Permit Parking" regulation be implemented on the east side of East 24th Street commencing at a point 240 feet south of Crockett Street and extending to a point 26 feet southerly therefrom; and,
- (ii) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Mercanti, 81 East 24th Street; and,
- (iii) That the City Traffic By-law 89-72 be amended accordingly.

(m) **Dromore Crescent between Sterling Street and Paisley Avenue North - Parking Regulations**

- (i) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of Dromore Crescent between Sterling Street and Paisley Avenue North, be replaced with a "No Parking" regulation; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(n) East Side of Gibson Avenue between Barton Street East and the northerly end - Parking Regulations

- (i) That the existing "One Hour Parking Time Limit, 9:00 a.m. to 7:00 p.m., Monday to Friday" regulation on the east side of Gibson Avenue between Barton Street East and the northerly end, be removed; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(o) Caledon Avenue and Aldridge Street - Parking Regulations

- a) That an "Alternate Side Parking" regulation be implemented on Caledon Avenue between Aldridge Street and Jameston Avenue such that parking is prohibited:
 - (i) on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,
 - (ii) on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,
- b) That a "No Stopping" regulation be implemented on the north side of Aldridge Street commencing at Caledon Avenue and extending to a point 40 feet easterly therefrom; and,
- c) That a "No Stopping" regulation be implemented on the north side of Aldridge Street commencing at Caledon Avenue and extending to a point 40 feet westerly therefrom; and,
- d) That the City Traffic By-law 89-72 be amended accordingly.

(p) Strathcona Avenue - Parking Regulations

- (i) That stopping be prohibited on the west side of Strathcona Avenue from Lamoureux Street to a point 88 feet northerly therefrom; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(q) No. 293 Broadway Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

- (i) That the existing "Permit Parking" regulation on the east side of Broadway Avenue commencing at a point 336 feet south of Ainslie Avenue and extending to a point 24 feet southerly therefrom be removed; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(r) No. 414 Paling Avenue - Request for a Reserved Permit Parking Space for a Disabled Resident

- (i) That a "Permit Parking" regulation be implemented on the east side of Paling Avenue commencing at a point 93 feet north of Vansitmart Avenue and extending to a point 22 feet northerly therefrom; and,
- (ii) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Emerson, 414 Paling Avenue; and,
- (iii) That the City Traffic By-law 89-72 be amended accordingly.

(s) East Side of Mary Street, north of King William Street - Request for a Wheelchair Loading Zone

- (i) That a "No Stopping, Wheelchair Loading only, 8:00 a.m. to 8:00 p.m., 7 days a week" regulation be implemented on the east side of Mary Street commencing at a point 76 feet north of King William Street and extending to a point 20 feet northerly therefrom; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(t) No. 159 Ferrie Street East - Request to Remove Existing "Permit Parking" Regulation

- (i) That the existing "Permit Parking" regulation on the north side of Ferrie Street East which commences at a point 224 feet west of Ferguson Avenue North and extends to a point 23 feet westerly therefrom, be removed; and
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(u) Intersection of East 27th Street and Russell Street - Intersection Control

- (i) That westbound traffic on Russell Street be required to stop for northbound and southbound traffic on East 27th Street; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(v) Intersection of Greeningdon Drive and Manning Street - Intersection Control

- (i) That eastbound traffic on Greeningdon Drive be required to stop for northbound and southbound traffic on Manning Street; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(w) Intersection of Giselle Drive and Lynette Drive - Intersection Control

- (i) That westbound traffic on Giselle Drive be required to stop for northbound and southbound traffic on Lynette Drive; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(x) Intersection of Horning Drive and Lionsgate Avenue - Intersection Control

- (i) That northbound traffic on Horning Drive be required to stop for eastbound and westbound traffic on Lionsgate Avenue; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(y) Speed Fine Signing

That no action be taken with respect to the request to install speed fine signing on Charlton Avenue.

(z) Upper Ottawa Bus Route - New Bus Stop Installations

That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be approved:

Add - Northbound - Nebo Road, east side, 71.5 metres north of the centre line of Rymal Road East (M/B); and

Add - Northbound - Nebo Road, east side, 62.2 metres north of Lancing Drive (M/B); and

Add - Northbound - Nebo Road, east side, 226.0 metres south of Hempstead Drive (M/B); and

Add - Northbound - Nebo Road, east side, 21.0 metres south of Hempstead Drive (N/S); and

Add - Northbound - Nebo Road, east side, 27.2 metres south of the centre line of Stone Church Road East (N/S).

(aa) Appointment of Parking Control Officers

- (i) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

DINA SANVIDOTTI
CANDISS CORBIN
JACQUELINE MAXWELL
GAIL HABINSKI
WILLIAM SHERRING

- (ii) That the following appointment as a Parking Control Officer be repealed:

RICHARD MCMILLAN

(bb) No. 60 East 24th Street - Discharge of Residential Boulevard Parking Agreement

- (i) That the existing residential boulevard parking agreement registered as Instrument No. 182811 to the property at No. 60 East 24th Street be discharged, at the property owner's expense; and

- (ii) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (iii) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.
- (cc) **West side of Cheever Street, north of Barton Street East - Installation of Parking Meters**
 - (i) That four one-hour parking meters be installed on the west side of Cheever Street between Barton Street East and a point 112 feet northerly therefrom; and
 - (ii) That the City Traffic By-law 89-72 be amended accordingly.
- (dd) **Request for Night Time Only Taxi Stands on King William Street and Hess Street South**
 - (i) That a Taxi Stand be designated between the hours of 6:00 p.m. to 2:00 a.m., seven days a week on the north side of King William Street commencing at a point 80 feet west of Catharine Street North and extending to a point 38 feet westerly therefrom; and
 - (ii) That a Taxi Stand be designated between the hours of 9:00 p.m. to 2:00 a.m., seven days a week on the east side of Hess Street South commencing at a point 84 feet south of King Street West and extending to a point 29 feet southerly therefrom; and
 - (iii) That the City Traffic By-law 89-72 be amended accordingly.
- (ee) **Neighbourhood Watch Program for the Gourley Neighbourhood**
 - (i) That the Gourley Neighbourhood be designated as a Neighbourhood Watch Area; and
 - (ii) That Neighbourhood Watch signs for the Gourley Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
 - (iii) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program).

5. **DIRECTOR OF PUBLIC WORKS**

(a) **Mayor's Task Force on Downtown Issues and Renewal**

The Committee was in receipt of a report dated 1994 June 1, from the Director of Public Works respecting the subject matter.

The Committee agreed that as the Mayor was not present, the issue be tabled until the next meeting.

(b) White Goods Collection and CFC Demonstration Project

The Committee was in receipt of a report dated 1994 June 14 from the Director of Public Works respecting the subject matter.

Following brief discussion, the Committee approved the following recommendation:

- (i) That the Regional Municipality of Hamilton-Wentworth be requested to postpone the proposed White Goods Collection and CFC Removal demonstration project until 1995; and,
- (ii) That the Regional Municipality of Hamilton-Wentworth be requested to pursue funding from the Ministry of Environment and Energy to undertake the White Goods Collection and CFC Removal Demonstration Project in 1995; and,
- (iii) That the Regional Municipality of Hamilton-Wentworth be requested to incorporate future CFC removal costs into the Household Hazardous Waste current budget, starting in the 1995 budget process; and,
- (iv) That the Regional Municipality of Hamilton-Wentworth consider including the overall management of CFC bearing white goods, including collection within the context of the pending proposal call for solid waste management.

(c) Pavement Management System

The Committee was in receipt of a report dated 1994 June 13 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

- (i) That the firm of IMS, Infrastructure Management Services Ltd. be authorized and directed to undertake retesting of approximately 165 lane-km of City Streets at an estimated cost of \$39,595.; and,
- (ii) That the cost of this work be charged to Account CF5200 529442049.

(d) Proposed Reconstruction of the South Leg of King Street Between John and Hughson Streets

The Committee was in receipt of a report dated 1994 June 13 from the Director of Public Works respecting the subject matter.

The Committee agreed to move in camera. Following a brief in camera session, the Committee moved out of camera and approved the following recommendation:

- (i) That the reconstruction of the paving stone roadway, concrete curbs and repair of paving stone sidewalks on the south leg of King Street between John and Hughson Streets be undertaken as soon as possible during the construction season this year at an estimated cost of \$150,000.; and
- (ii) That the Finance & Administration Committee recommend a method of financing these works; and,

The Transport and Environment Committee

1994 June 20

- (iii) That the Commissioner of Transportation/Environmental Services be authorized and directed to reconstruct these works on behalf of the City once all the necessary approvals are received.

Recorded vote:

Yeas: Alderman Merling; Alderman Wilson; Alderman Eisenberger;
Alderman D'Amico

Nays: Alderman Kiss; Alderman Agro; Alderman Jackson.

Subsequently the Committee approved.

The Chairman of the Transport and Environment Committee arranged a tour of the Gore Park site prior to the next Council meeting at which time the previous recommendation would be considered.

6. **DIRECTOR OF TRAFFIC SERVICES - UPPER SHERMAN AND BERKO DRIVE/SOUTHAMPTON DRIVE - SCHOOL CROSSING GUARD**

The Committee was in receipt of a report dated 1994 June 9 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the School Crossing Guard located at the intersection of Upper Sherman Avenue and Berko Drive/Southampton Drive be removed upon installation of a traffic signal and after an appropriate phase out or training period.

7. **DELEGATIONS**

(a) **Mayor Robert Morrow**

- (i) Access Routes to the Harbour
(ii) Beautification of Access Routes to the Harbour

The Committee agreed that as the Mayor was not present to address these issues, that they be tabled until the next Committee meeting.

(b) **Downtown Action Plan Co-ordinating Committee Re: Alleyways and Litter Containers**

The Committee was in receipt of correspondence from the Secretary of the Downtown Action Plan Co-ordinating dated 1994 June 10 respecting the subject matter. Mr. Firth-Eagland suggested that all the suggestions contained in this correspondence, has strong budget implications.

Following brief discussion, the Committee agreed that the item be tabled until the next meeting of the Transport and Environment Committee at which time all other Mayor's Downtown Revitalization issues will be dealt with.

8. OTHER BUSINESS

SENIOR DIRECTOR, ROADS DEPARTMENT

(a) Earthsong

The Committee was in receipt of a report distributed at the meeting dated 1994 June 17 from the Senior Director, Roads Department respecting subject matter.

The Committee approved the following recommendation:

That the application of Creative Arts to temporarily make Longwood Road between Franklin Avenue and the Princess Point entrance one way south and to temporarily close Macklin Street from Dufferin Road to Longwood Road, from Thursday, 1994 June 30, at 12:00 noon to Sunday, 1994 July 3, at 11:00 p.m., to hold the annual Earthsong Festival, be approved, subject to the following conditions:

- (i) That approval from Regional Police Services be received; and,
- (ii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services; and,
- (iii) That all barricading be supplied by and at the expense of the applicant; and,
- (iv) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Director of Traffic Services; and,
- (v) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (vi) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(b) Sackville Hill Senior Centre - Bus Access

Ms. B. Price indicated that the access for buses to the Sackville Hill Senior Centre needs to be looked at as the parking area and the unloading zone do not afford proper turning radius for buses which are regularly used for Seniors trips from the facility.

Following a brief discussion, the Committee agreed that the issue be referred to the Parks and Recreation Committee as the area of concern is on Park property.

The Transport and Environment Committee

1994 June 20

(c) Safety Council Plaque

Ms. Price informed the Committee that she had recovered the Safety Council Plaque which had been presented to the City of Hamilton two years ago and that it was to be hung up in City Hall.

Following a brief discussion, the Committee agreed that the Chief Administrative Officer be directed to hang the Safety Council Plaque on the second floor of City Hall.

9. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read approved,

**ALDERMAN H. MERLING, CHAIRPERSON
TRANSPORT AND ENVIRONMENT COMMITTEE**

**Kevin Christenson, Secretary
1994 June 20**

/mec

Ba)

CITY OF HAMILTON
- RECOMMENDATION -

JUN 30 1994

DATE: 1994 June 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Green Streets Canada - Municipal Tree Planting
Recognition Program

RECOMMENDATION:

- a) That the Tree Planting - Bare Root Centre No. 60404 and the Tree Planting - Large Caliper Centre No. 60402 item lines in the Public Works Department Streets Budget, not be considered as possible reduction packages during the 1995 current budget submissions so that the City of Hamilton can be eligible for an equal cost sharing program up to \$100,000.00 sponsored by Green Streets Canada - Municipal Tree Planting Recognition Program.
- b) That the Mayor and City Clerk be authorized on behalf of City Council to enter into an agreement with Tree Plan Canada (Green Streets Canada) confirming the City's commitment to the program in accordance with criteria attached in Schedule A.
- c) That the Law Department be authorized to prepare any required documentation relative to the City of Hamilton's involvement in the Tree Plan Canada (Green Streets Canada) program.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Based on a 50/50 cost sharing arrangement, the Green Streets Canada plan could match the City of Hamilton's annual tree planting program up to a maximum of \$100,000.00 for the 1995 fiscal period. The 1994 Current Streets Budget lists the available funds under the Tree Planting - Bare Root Centre No. 60404 at \$96,030.00 and the Tree Planting - Large Caliper

Centre No. 60402 at \$32,720.00. Part of the criteria for the Green Streets Canada Tree Program is that these accounts stay at least proportionate to the previous year (1994). Failure to satisfy this criteria would nullify said agreement.

BACKGROUND:

Green Streets Canada is Canada's first municipal tree planting recognition program. The program stems from an initiative of Tree Plan Canada in conjunction with National Community Tree Foundation (NCTF) a non profit, non governmental charitable organization established under Canada's Green Plan. The NCTF works in cooperation with Forestry Canada, as the administrative and funding arm of Tree Plan Canada.

Green Streets Canada was developed to acknowledge the important contributions municipalities make to the development and enhancement of our urban forests. The plan intends to enhance the municipality's tree planting budget by entering into a cost sharing agreement (50/50) for a share of 6 million that has been earmarked for this initiative. The first year of the program saw 37 Canadian communities receive awards totalling \$1.458 million in matching contributions to support their existing tree planting programs. The program is a one time deal with no provisions for entering into any further agreement. Funding is awarded on a competitive basis to those municipalities that meet the Green Streets Canada criteria (see attached). One very important element listed in the criteria is the support and commitment of the community.

The City's annual tree planting program under the two centres will result in approximately 1150 trees of various sizes being planted on the road allowance of residential properties in 1994 on a first come first serve basis. If the City's application is approved, this could lead to an additional 500-600 trees available for planting in 1995. Given that the program includes a range of tree sizes, smaller stock ie. seedlings/whips are being grown in the Royal Botanical Gardens nursery for a number of years as part of an arrangement made with the City of Hamilton and when they are ready to transfer will be planted permanently on the road allowance.

Upon approval of the recommendations listed in this report a commitment through the submission of a comprehensive tree planting program report will be forwarded along with our application to Tree Plan Canada.

RG/rb
attachment

cc Mayor Robert M. Morrow
cc J. Pavelka, Chief Administrative Officer
cc J. Schatz, City Clerk
cc P. Noé-Johnson, City Solicitor
cc R. Chrystian, Manager of Parks
cc C. Firth-Eagland, Manager of Streets and Sanitation
cc J. Pook, Horticulturist

SCHEDULE A

Municipalities wishing to compete for Green Streets Canada funding must submit a proposal which provides the following minimum information (Proposals must meet these minimum requirements to receive further consideration):

- A description of past tree planting budgets and activities.
- Clearly demonstrate that tree planting and care and maintenance budgets are proportionate to the previous year's budget and that Green Streets Canada's contributions will increase an existing budget as well as the number of trees planted.
- An agreement to a 50-50 cost sharing, of which a maximum of 50% of the municipality's share may be in-kind contributions. Note: Costs for the ongoing care and maintenance of the trees is the municipality's responsibility. These costs cannot be included as part of the 50-50 cost sharing.
- A tree planting plan which demonstrates a commitment to the ongoing care and maintenance of the trees to be planted in this program.
- Technical expertise available for the program.
- A description of the involvement of volunteers, an explanation of how the program will have a positive impact on the community and increase the public awareness and understanding of the environmental benefits provided by trees. A description of the availability of educational events and/or materials focused on developing tree planting and care and maintenance skills and awareness of the role of trees within the community.
- Commitment to the planting, on a cost-effective basis, of all tree sizes, from seedlings to saplings to large trees.
- Written endorsement and commitment to the proposal by Council and by the Mayor, and accompanied by a Council resolution.

Proposals will be evaluated and funds awarded based on the following criteria:

- Technical soundness of the program.
- Cost effectiveness, reflecting a commitment to the planting of all tree sizes and a demonstration that additional trees are being planted as a result of Green Streets Canada assistance.

- Commitment to the ongoing long-term care and maintenance of the trees planted.
- Overall commitment by the Municipality to involving the community in its program and fostering educational and public awareness of tree planting within the community.

Inasmuch as this is a competition with limited funds, Municipalities of proportionate size will be evaluated against each other within six major geographic regions. Municipalities are encouraged to submit creative and unique suggestions for tree planting activities/events, volunteer involvement and educational opportunities.

Bb)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 11 1994

DATE: 1994 July 11

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: C. Firth-Eagland,
Acting Director Of Public Works

SUBJECT: Construction of a Combined Sidewalk and Curb on the
South Side of Brock Street from John Street to
Approximately 24m East of Hughson Street (Frontage of 10
Brock Street)

RECOMMENDATION:

- a) That the construction of a combined sidewalk and curb on the south side of Brock Street from John Street to approximately 24m east of Hughson Street (frontage of 10 Brock Street) proceed as a local improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of \$27,800 with a City's Share of \$21,568.00 and an Owner's Share of \$6,232.00 all as provided in the 1994 portion of the 1994-2003 Capital Budget; and,
- b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project, and,
- c) That the Commissioner of Transportation/Environmental Services be authorized to construct these works once all the necessary approvals have been received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1994-2003 Capital Budget.

The estimated cost per metre for a combined walk and curb is \$124.63. If approved, this project will reduce the balances available in the City's Share to \$194,858.50 and the Owner's Share to \$329,941.50.

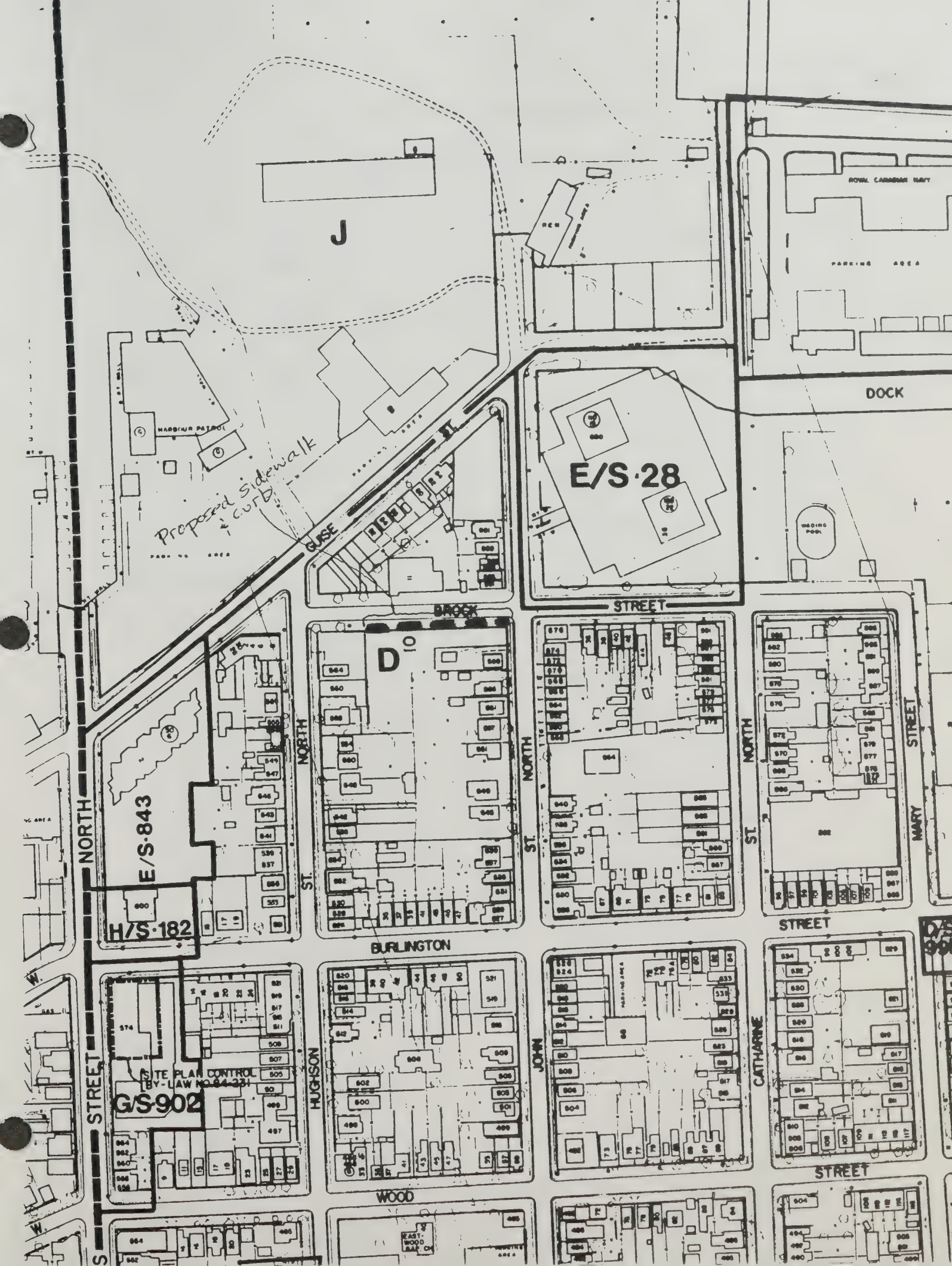
BACKGROUND:

We have received a sufficiently-signed petition from the abutting owner (Municipal Non-Profit Housing) to construct the sidewalk and curb under the terms of the Local Improvement Act. (see attached plan showing the location of the work)

C. J. England

RPM/amp
Attach

cc P. Noe Johnson, City Solicitor
Attention: S. Riley
A. Ross, City Treasurer
Attention: N. Adhya
G. W. Lawson, Commissioner of Finance
V. J. Abraham, MCIP, Director of Planning
S. Reeder, Secretary F & A
D. Y. Onishi, Director Design & Construction
Mark Mascarenhas, General Manager, Housing Department



J

ROYAL CANADIAN MOUNT

PARKING AREA

DOCK

Proposed sidewalk & curb

HARBOR PATROL

E/S-28

STREET

D-10

E/S-843

H/S-182

G/S-902

SITE PLAN CONTROL
BY-LAW NO. 84-331

BURLINGTON

WOOD

STREET

STREET

MARY STREET

NORTH ST

ST

NORTH ST

NORTH STREET

STREET

CATHARINE

JOHN

HUGHSON

W

W

Cal

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 July 7

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase (Highway Closure)
Hamilton Medical Arts Building, Limited
Alley Closure at 1 Young Street, Hamilton

RECOMMENDATION:

1. That an Offer to Purchase (Highway Closure), duly executed by Hamilton Medical Arts Building, Limited (Zennon Kiss, President) on 1994 June 8, and scheduled to close within (30) days of completion of the conditions as set out in the Agreement, but in any event no later than 1995 August 3, for the sale of part of Lots 149, 150, 164 and 165 of the Plan of Subdivision known as George Hamilton Survey, Registered Plan 1431, having a frontage of 3.96 metres (13 feet) more or less, along the northerly limit of Young Street, by a length of 27.35 metres (89.75 feet) more or less, being irregular in shape and comprising a total area of 148.5 square metres (1,599 square feet) more or less, and designated as Part 7 on Plan 62R-12633 and lying directly east of municipal address 1 Young Street, Hamilton, be approved and completed, and the funds derived from this sale of \$35,000. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases); and,
2. That the required deposit cheque is the amount of \$3,500. be held by the City Treasurer pending Council approval; and,
3. That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of \$35,000. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases).

BACKGROUND:

On 1993 December 14, City Council approved Item 34 of the 16th Report of the Transport and Environment Committee, recommending that a by-law be prepared to stop up, close, and sell the assumed north/south alley east of 1 Young Street and authorized the Director of Property to dispose of the lands to the abutting owners.

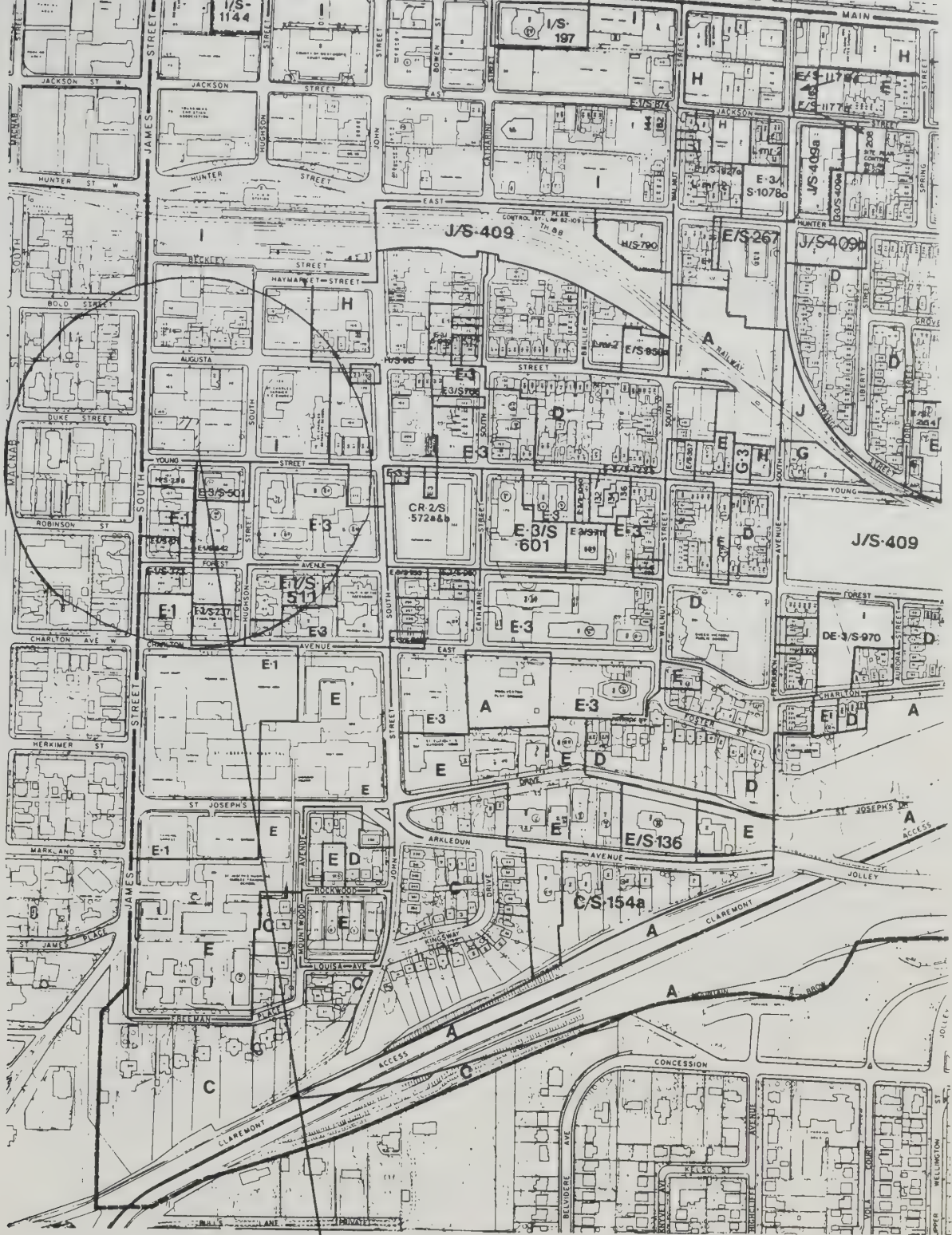
KN/nw

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys, Roads Department

E. M. Gill, P. Eng., Senior Director, Roads Department
Attention: Jim Clairmont



Subject Alley

All Lands Within This Neighbourhood Is
To Site Plan Control By-law No. 90-285.

21 10 95

41 31 125

123 22 68

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary
Zoning Boundary.

Prepared For The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLAN
10-1
67

Cb)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 July 7

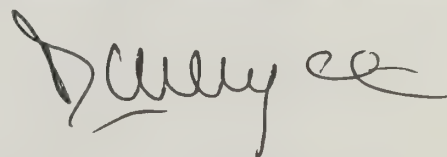
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Lease of City Owned lands on Queenston Road, westerly
from Kenora Avenue, to Cara Operations Limited

RECOMMENDATION:

1. That the City of Hamilton renew the lease with Cara Operations Limited for the City owned lands on the north-west corner of Queenston Road and Kenora Avenue, known as 771 Queenston Road, along with a closed portion of Kenora Avenue, comprised of an area of 1,754 square metres (18,874 square feet) more or less, for the period 1993 December 10 to 1994 December 9, at a rental rate of \$19,440. per annum, plus realty taxes (\$8,294.14 for 1994) and that revenue from this rental location be credited to the Account No. CH 44104 31106 (Civic Properties Rented - Rentals); and,
2. That the City Solicitor be authorized to prepare the necessary lease agreement for this location; and,
3. That the Mayor and City Clerk be authorized and directed to execute the Lease Agreement.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The rental rate of \$19,440. be credited to Account No. CH 44104 31106 (Civic Properties Rented - Rentals).

BACKGROUND:

Cara Operations Limited have rented the above mentioned location since 1979, and have applied for a renewal of its lease which expired on 1993 December 9. We have increased the rent from \$18,874. to \$19,440. which reflects a market increase at a factor of 3%. Cara Operations Limited have formerly agreed to the said increase and we are pleased to recommend the lease terms be approved.

RJH/nw

c.c. P. Noé Johnson, City Solicitor, Law Department

Allan C. Ross, Treasurer, Treasury Department

Cc)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 July 7

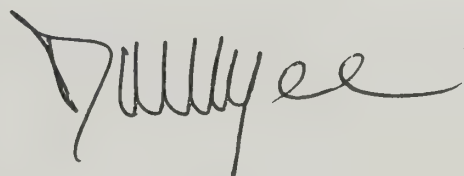
REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Transfer of Berm Easement -
Part 1, Plan 62R-2525
Rear of 293 Limeridge Road West

RECOMMENDATION:

1. That transfer of a berm easement to the Regional Municipality of Hamilton-Wentworth, located along the rear of 293 Limeridge Road West, shown as Part 1 on Plan 62R-2525, containing 5,250 square feet (487.73 square metres) more or less, be approved; and,
2. That the City Solicitor be directed to prepare all the necessary documents to effect this transfer.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

On 1980 October 28, City Council approved Item 20 of the 46th Report of the Board of Control authorizing the transfer of berm easements adjoining the Mountain East-West and North-South Transportation Corridor to the Regional Municipality of Hamilton-Wentworth at no cost. This property was not included in the list conveyed to the Region on 1994 February 16, and we are therefore requesting approval of the transfer in accordance with Council's direction. The City of Hamilton was granted this easement on 1975 August 21 by Spallacci Construction Limited as in Instrument No. 380273 A.B.

c.c. P. Noé Johnson, City Solicitor, Law Department

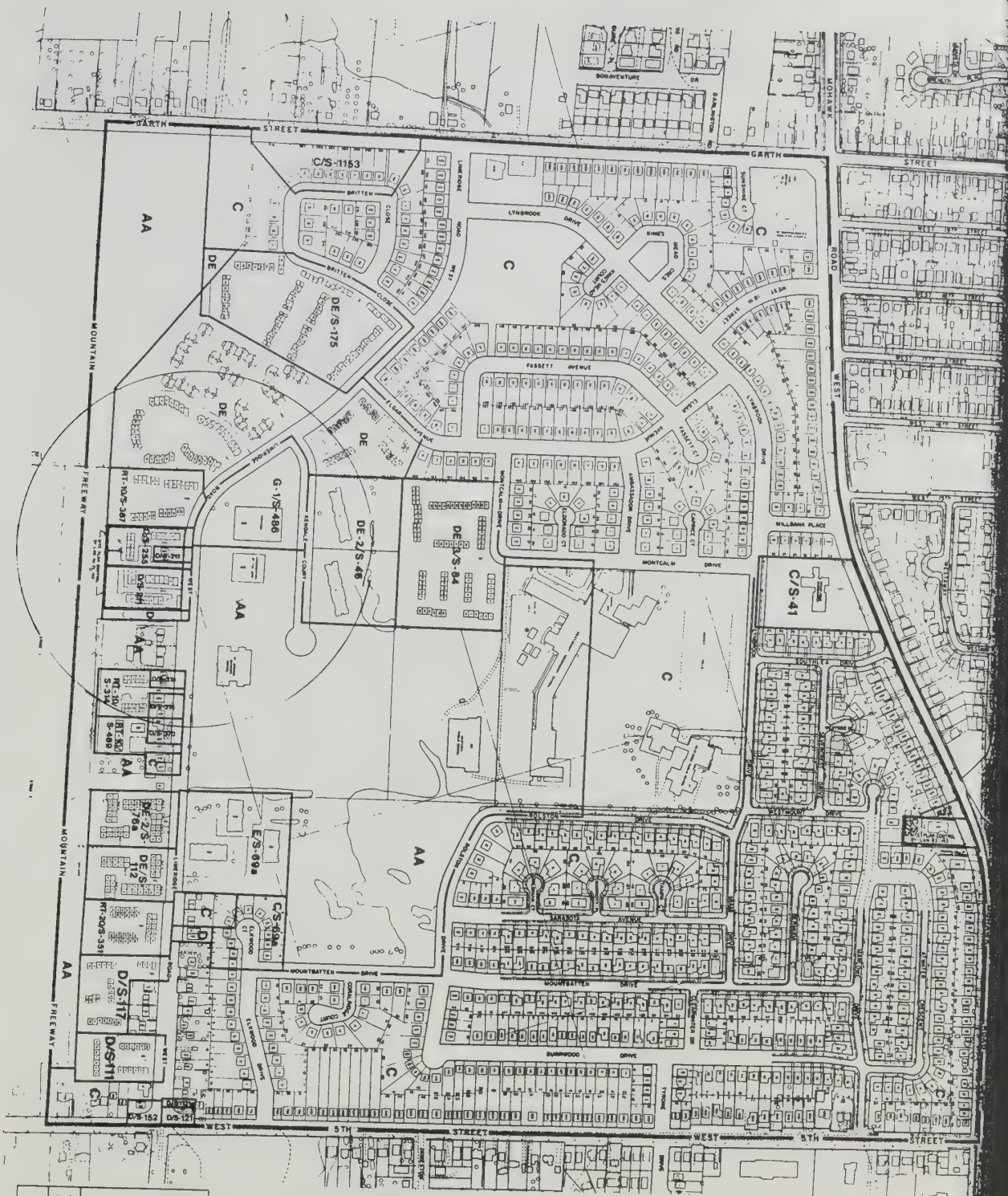
Allan C. Ross, Treasurer, Treasury Department

C. Bandurka, Property Clerk, Surveys, Roads Department

R. C. Roszell, Commissioner and Corporate Counsel, Legal Services Department
Attention: Paul Ryan

John van der Mark, Director, Predesign and Special Projects, Roads Department

R. Guyatt, Manager of Regional Facilities



<p>This is not a Legal Document For Zoning Verification Purposes Contact City Planning Department</p>		<p>Neighbourhood Boundary</p>	
133	17	13	
49	116	137	
80	83	86	
<p>CITY OF HAMILTON ROLSTON ZONING</p>			
<p>Project # 7103</p>		<p>Page # 116</p>	

EDGE

ROAD

RECEIVED AND DEPOSITED AS

PLAN 62R-2525

DATE Aug 18, 1975

Gerride Maschke
LAND REGISTRAR FOR THE REGISTRY
DIVISION OF WENTWORTH - No. 62

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER PART II OF THE REGISTRY ACT.

AUGUST 15, 1975

Teresa Fanston
TERESA FANSTON

CAUTION

THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF SECTION 29, 32 OR
33 OF THE PLANNING ACT.

N. 71° 27' 30" W.

174'-0"

FD
0'-3" E.

PLAN OF SURVEY
SHOWING

PART OF LOT 17, CONCESSION 7

FORMERLY IN THE

TOWNSHIP OF BARTON

NOW IN THE

CITY OF HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH

SCALE 1"=20'

LAWRENCE G. WOODS O.L.S.
1975

PART 2 - PLAN 62R-552

INST. No. 268314 A.B.

N. 70° 45' 10" W.

105'-0"

PART 1

AREA - 5,250 SQ. FT.

N. 70° 43' 10" W.

105'-0"

N. 70° 45' 10" W.

69'-0 1/2"

174'-0 1/2"

PART 3 INST. No. 268213 A.B.

PLAN 62R-513

PART 5 INST. No. 210684 H.L.

CERTIFICATE

BEARINGS AND DISTANCES IN ACCORDANCE WITH THE SURVEYS
AND THE REGULATIONS MADE THEREUNDER.
ON THE 11th DAY OF AUGUST 1975

LEGEND

BEARINGS ARE ASTRONOMIC AND ARE REFERRED TO THE SOUTHERN LIMIT
OF LIMERIDGE ROAD SHOWN ON PLAN 62R-513 AS N. 71° 27' 30" W.

□ DENOTES A STANDARD IRON BAR

○ DENOTES AN IRON BAR (ROUND)

— DENOTES AN IRON BAR

FD - FOUND

SIDNEY W. WOODS INC.

ENGINEERS & SURVEYORS

HAMILTON

ONTARIO

1074 LAWRENCE G. WOODS - ONTARIO LAND SURVEYOR

Dal

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 6
T103-50 (938) J. K. Clairmont

JUL 08 1994

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department


SUBJECT: Encroachment Agreement: 18-24 James Street South

R-94-53

RECOMMENDATION:

That the application of The Endfield Group, formerly Grindstone Properties Ltd., to amend the existing encroachment agreement for 18-24 James Street South, to include the widening of the existing raised driveway to measure 5.0m and to erect and maintain a retaining wall measuring 8.80m x 0.6m, encroaching onto the MacNab Street South road allowance, be approved during the pleasure of Council provided:

- a) That the owner enter into an amended agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the applicant pay a first year fee of \$252.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

A request has been received from The Endfield Group to amend the existing encroachment agreement for 18-24 James Street South, to include the widening of the existing raised driveway to measure 5.0m and to erect and maintain a retaining wall measuring 8.80m x 0.6m, encroaching onto the MacNab Street South road allowance.

Cont'd...

Encroachment Agreement

Cont'd...

On August 30, 1991 Council approved the encroachment of the existing driveway and the placement of six planters on the MacNab Street South road allowance.

The applicant has indicated that the widening will improve the circulation of the traffic within the existing parking lot and provide safer access onto MacNab Street. The Traffic Department has reviewed the proposed widening and support the request.

Since the Traffic Department supports the proposed driveway extension and construction of the retaining wall and as the safety of the general public will be improved, this Department recommends in favour of the further encroachments.

cc: A. Ross, City Treasurer

JKC/MJP

Db1

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 July 6
T103-50 (1114) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

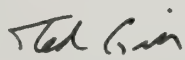
SUBJECT: Encroachment Agreement: 252 Beechwood Avenue

R-94-60

RECOMMENDATION:

That the application of M. and R. Belliveau, owners of 252 Beechwood Avenue, to erect and maintain steps measuring 1.20m x 0.95m, encroaching onto the Beechwood Avenue road allowance, be approved during the pleasure of Council provided:

- a) That the owners enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the applicant pay a first year fee of \$252. and an annual fee of \$20.



E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

A request has been received from M. and R. Belliveau, owners of 252 Beechwood Avenue to erect and maintain a steps measuring 1.20m x 0.95m, encroaching onto the Beechwood Avenue road allowance.

Cont'd...

-Page 2-
1994 July 6

Encroachment Agreement

Cont'd...

Presently the applicants have a porch and steps on the east side of the house where they propose to construct a driveway. The new driveway could be accommodated if the steps are relocated to the front of the building. They would, however, encroach onto the City's road allowance.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.

cc: A. Ross, City Treasurer

 JKC/MJP

Dec)

JUL 08 1994

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 27
T103-37 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
Macedonian Orthodox Church Diocese **R-94-54**

RECOMMENDATION:

That the application of the St. Naum of Ohrid Macedonian Orthodox Church (235 Kensington Avenue North, Hamilton) to display a promotional banner across Main Street West in front of City Hall from August 29, 1994 to September 5, 1994, with the message "Sept. 2-5 - 20th Annual Convocation of the American Canadian Macedonian Orthodox Church Diocese", be approved.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the St. Naum of Ohrid Macedonian Orthodox Church to erect a promotional banner over Main Street West in front of City Hall from August 29, 1994 to September 5, 1994 .

The policy guidelines and conditions as approved by Council on October 29, 1985 and January 13, 1987 will apply to this application.

It is the policy of the Committee to review the applications of first time users of the banner poles prior to approval of their request.

 MJP:

cc: D. Lobo, Director of Public Works

Dd)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 July 07
S609-01 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:


Incorporating certain City lands into various streets by By-Law. (R-94-55)

RECOMMENDATION:

- a) That the following City lands be incorporated into the streets as noted in Schedule "A":

Limeridge Road	Parts 1,3,4	Plan 62R-8083
Upper Paradise Road	Part 6	Plan 62R-12388
Acadia Drive	Part 4	Plan 62R-11281
Butler Drive	Part 5 and	Plan 62R-11281
	Part 3	Plan 62R-11281

- b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

1994 July 07

Incorporating certain City lands into various streets by By-Law (R-94-55)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Limeridge Road	Part of Lot 9, Conc. 7, formerly township of Barton, designated as Parts 1, 3 and 4, on Plan 62R-8083	N/A	To complete the final width of Limeridge Road, in that area.	S609-01
Upper Paradise Road	Part of Lot 1, Conc. 1, in the geographic township of Glanford, designated as Part 6, Plan 62R-12388	N/A	To widen Upper Paradise by incorporating the daylighting into the street	S609-01
Acadia Drive	Part of Lot 1, Reg- istered Plan 909, designated as Part 4, Plan 62R-11281	N/A	To complete the final width of Acadia Drive in that area and provide access from Part 1, Plan 62R-10529 to Acadia Drive as established by City of Hamilton By-Law 90-262	S609-01

(cont'd pg 3)

- Page 3 -

1994 July 07

Incorporating certain City lands into various streets by By-Law (R-94-55)

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Butler Drive	Part of Lot 1, Reg. Plan 909, designated as Part 5, on Plan 62R-11281 and Part of Lots 1 and 2, Reg. Plan 909, designated as Part 3, on Plan 62R-11281	N/A	To complete the final width of Butler Drive in that area	S609-01

Vin
cb:HS/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE PARTS 1, 3 AND 4, ON PLAN 62R-8083
INTO LIMERIDGE ROAD**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Limeridge Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Limeridge Road.

Part of Lot 9, Concession 7, formerly in the township of Barton, designated as Parts 1, 3 and 4, on Plan 62R-8083.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE PART 6, PLAN 62R-12388
INTO UPPER PARADISE ROAD**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Upper Paradise Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Paradise Road.

Part of Lot 1, Concession 1, formerly in the township of Glanford, designated as Part 6, on Plan 62R-12388.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE PART 4, PLAN 62R-11281
INTO ACADIA DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Acadia Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Acadia Drive.

Part of Lot 1, Registered Plan 909, designated as Part 4, on Plan 62R-11281.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE PARTS 3 AND 5, PLAN 62R-11281
INTO BUTLER DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Butler Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Butler Drive.

Part of Lot 1, Registered Plan No. 909, designated as Part 5, Plan 62R-11281, and Part of Lots 1 and 2, Registered Plan No. 909, designated as Part 3, on Plan 62R-11281.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

CITY OF HAMILTON

RECOMMENDATION

De)

DATE: 1994 July 6
S704-44 M.J. Inrig

JUL 08 1994

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: 1994 Servicing Expenditures Related to Subdivisions (R-94-58)

RECOMMENDATION:

- a i) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in;

" DICENZO GARDENS - PHASE 5 ", Hamilton

City's Share \$ NIL

Owner's Share - \$ 30,996.00

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "DiCenzo Gardens - Phase 5", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor.
- iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- iv) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for pre-servicing.

E.M. Gill

E.M. Gill, P. Eng.

Jar

Cont'd....

1994 Servicing Expenditures Related to Subdivisions (R-94-58)

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with the development of these lands.

BACKGROUND:

" DICENZO GARDENS - PHASE 5 ", Hamilton

On 1986 July 22, City Council in adopting Item 10 of the Planning and Development Committee Report 15-86 approved the proposed draft plan for " DiCenzo Gardens " subdivision under the condition that the Owner (DiCenzo Construction Company Limited) enter into a subdivision agreement with the City of Hamilton. " DiCenzo Gardens - Phase 5 " is a smaller phase of the original approved draft plan.

The development of " DiCenzo Gardens - Phase 5 " will result in the creation of twelve (12) single family residential lots along the east side of DiCenzo Drive. An estimate of costs has been prepared and it has been determined that there will be no City share for this development.

As the lands of " DiCenzo Gardens - Phase 5 " are located along an existing roadway built under "Coventry Gardens" subdivision, the Owner is merely required to install sodding within the roadway boulevard, plant street trees and grade each lot in accordance with the approved grading plan. Under Schedule "G-b" of the City's Subdivision Agreement, a recovery will be made by the City for the cost of existing above ground works adjacent to "DiCenzo Gardens - Phase 5" which were installed under "Coventry Gardens" subdivision.

The lands of " DiCenzo Gardens - Phase 5 " are located on the east side of DiCenzo Drive, south of Stone Church Road East in the Ryckman's Planning Neighbourhood.

M/MJJ:

cc: A. C. Ross, Att: N. Adhya, City Treasury Department

1994 SUBDIVISION EXPENDITURE SUMMARY

Name of:

- SUBDIVISION
- DEVELOPER
- CONSULTANT
- SURVEYOR

CITY'S SHARE OF EXPENDITURES

	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
DICENZO GARDENS - PHASE 5	12 LOTS	Council	Catch Basins &					
DICENZO CONSTRUCTION	HAMILTON	86-07-22	Connections	\$0.00	\$0.00			
COMPANY LIMITED		ITEM 10	Curbs & Sidewalks	\$0.00	\$0.00			
A.J. CLARKE & ASSOCIATES LTD.		P+D Report	Finished Roads	\$0.00	\$0.00			
A.J. CLARKE, O.L.S.		15-86	Dead End Barricade	\$0.00	\$0.00			
FILE NO. 704-44-M. INRIG			Street Lighting	\$0.00	\$0.00			
			Seeding/Sodding	\$0.00	\$0.00			
			Sewers & Watermain	\$0.00	\$0.00	\$0.00	\$30,996.00	\$30,996.00

TOTALS:

\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$30,996.00	\$30,996.00	\$30,996.00
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- * OVERSIZING EXPENDITURES are Non- Recoverable
- * 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

DF)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 7
T103 23 (2) J. K. Clairmont
JUL 08 1994

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Street Closure: Hess Village Grand Prix Cycling
Race, August 1, 1994.
R-94-59

RECOMMENDATION:

That the application of Cycle Hamilton to temporarily close Hess Street from King Street to Main Street, George Street from Queen Street to Ray Street and Ray Street from George Street to King Street on Monday August 1, 1994, from 10:00 am to 6:00 pm in order to hold the annual Hess Village Grand Prix Bicycle Race, be approved, subject to the following conditions;


- i) That approval from Regional Police Services be received;
- ii) That the applicant provide proof of \$3,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Director of Traffic Services;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

Cont'd...

Hess Village Grand Prix

Cont'd...

- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

A request has been received from T. Farrar, agent for Cycle Hamilton, to temporarily close King Street from Hess Street to Ray Street and Queen Street from Market Street to Main Street on the civic holiday, Monday August 1, 1994 from 10:00 am to 6:00 pm for the annual Hess Village Grand Prix Bicycle Race. The applicant is also requesting the temporary closure of the two north lanes of Main Street from Hess Street to Ray Street and portions of City of Hamilton streets including Hess Street, George Street and Ray Street.

The event has changed from previous years as the applicant has added a 5km road race and a 5km in-line skating race. These additional events will cause the closures times to be increased from the former 1:00 pm to 7:00 pm time frame to a time frame of 10:00 am to 6:00 pm. The event is expected to draw a crowd of 5,000 people.

Regional Police Services will require 7 officers for traffic control for this event at a total cost of \$2480. The City of Hamilton Traffic Department will post "Temporary Road Closure" and "No Parking" signs. The Parking Authority will bag parking meters on King Street and Hess Street for a total cost of \$895.56. The applicant will be responsible for payment of \$463.56 and the remaining \$432. will be drawn from the Region's account for special events.

Hamilton Street Railway will place an ad in the Spectator notifying their ridership of detours due to the event at a cost of \$684.80. This cost will also be drawn from the account established for special events in the Region.

As all affected municipal departments were informed of the event and no objections were received, and as Regional Police will provide the appropriate detour routes, this Department is in favour of the event.

JKC:MJP

cc: M. Main, Director of Traffic Services
cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: D. Lobo, Director of Public Works
cc: K. Littlewood, H.S.R.

Dg)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 12
T103-23 (5) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: St. Mary's Holy Spirit Fraternity Festival
R-94-56

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of St. Mary's Church to close Sheaffe Street from Park Street easterly in order to hold a festival on Saturday July 2, 1994, from 4:00 pm to Sunday July 3, 1994, at 1:00 am, subject to the following conditions;


- a) That approval from Regional Police Services be received;
- b) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and Region as an added insured party with a provision for cross liability, and holding the City and Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- d) That all barricading be supplied by and at the expense of the applicant;
- e) That "Temporary Road Closure" signs be installed in advance by the Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

cont'd...

St. Mary's Holy Spirit Fraternity

cont'd...

- f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- g) That no property owner or resident within the barricaded area be denied access to their property upon request;
- h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- i) That a temporary exemption from Noise Control By-law 79-292 be granted to the applicant.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from St. Mary's Church to hold a religious parade and festival on Saturday July 2, 1994 and Sunday July 3, 1994. This event was previously held on May 21, 1994 and May 22, 1994 and June 25, 1994 and June 26, 1994 and as no complaints were received by Regional Police Services or the City Noise Control Officer, the Commissioner of Transportation/Environmental Services granted permission for the event.

JKC:

cc: R. Morrow, Mayor, City of Hamilton
cc: M. Main, Director of Traffic Services
cc: P. C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: D. Lobo, Director of Public Works

Ea)i)

CITY OF HAMILTON

- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

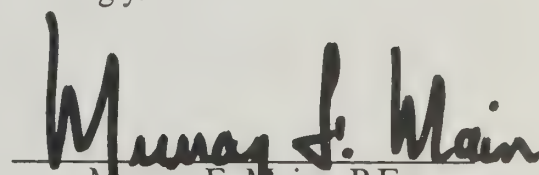
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Stacey Street between Columbia Drive and Laurier Drive - Parking Regulations. [TEC-142-94]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Stacey Street between Columbia Drive and Laurier Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

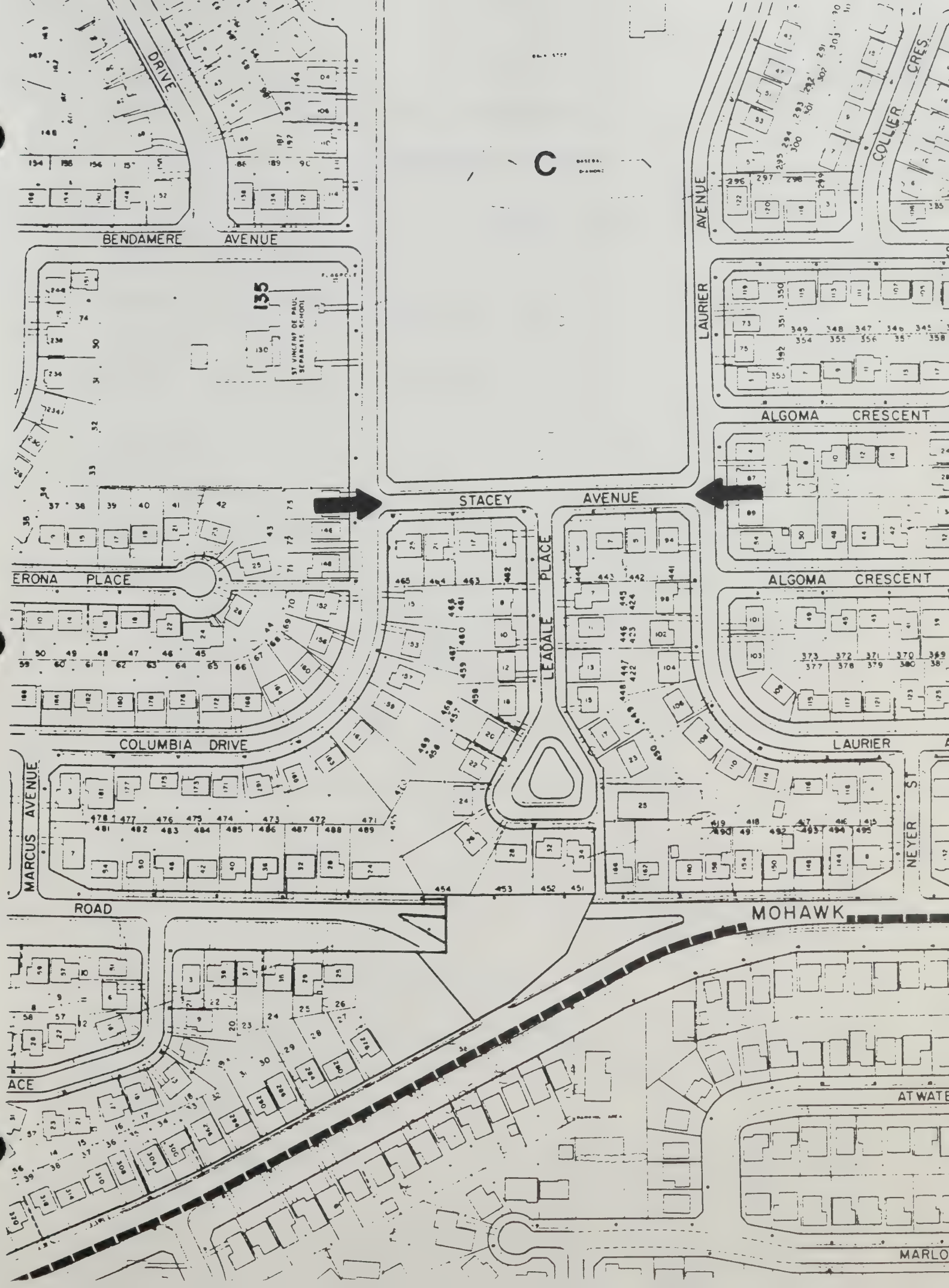
BACKGROUND:

The Traffic Department has received the attached petition signed by representatives of all eight residential properties abutting Stacey between Columbia and Laurier, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of the street in this block. All of the petitioners are in favour of the requested regulation.

Stacey has a 28 foot pavement width, and presently, parking is prohibited on the north side and there is unrestricted parking on the south side of the street in this area.

The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College. The implementation of the requested regulation will reduce long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 100 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB *MH*
CVB/MH/ca



BENDAMERE AVENUE

AVENUE

135

ST VINCENT DE PAUL
SEPARATE SCHOOL

STACEY AVENUE

AVENUE

LAURIER AVENUE

LAURIER

ALGOMA CRESCENT

ALGOMA CRESCENT

LAURIER

MOHAWK

AT WATER

MARLO

ROAD

ERONA PLACE

COLUMBIA DRIVE

LEADALE PLACE

MARCUS AVENUE

ACE

E a) ii)

CITY OF HAMILTON

- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

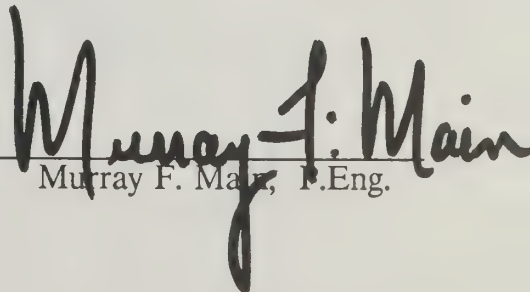
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 8 William Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-143-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of William Street commencing at a point 63 feet north of Barton Street East and extending to a point 24 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Linda Ezeleigh, 8 William Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

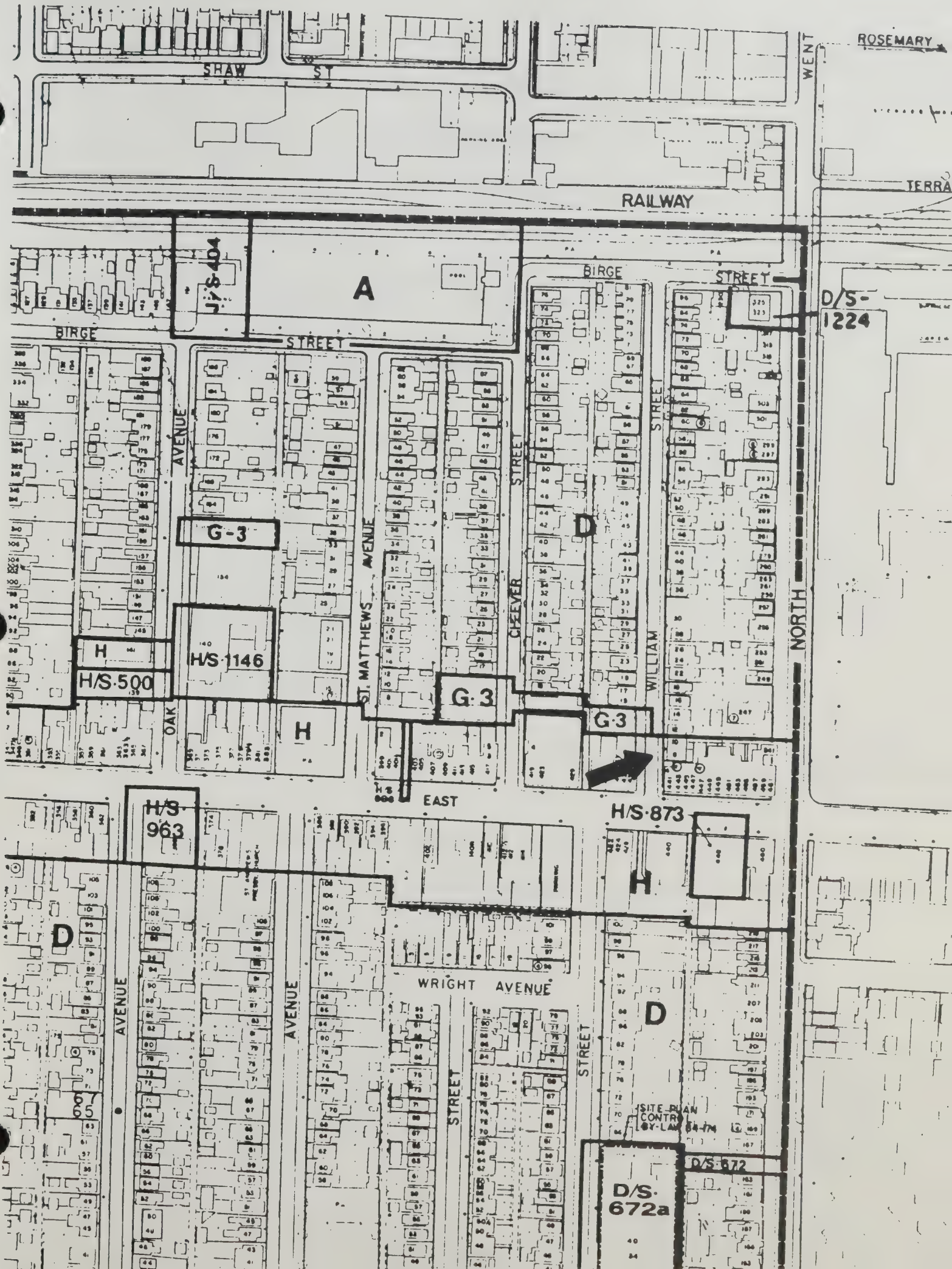
The Traffic Department has received a request from Ms. Linda Ezeleigh, 8 William Street,

that a reserved "Permit Parking" regulation be implemented on the east side of the street in front of her home since she is disabled.

William has a 24 foot pavement width, and presently, there is a "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to reserve a space on both sides of the street such that the resident has a reserved parking space on a year round basis. However, Ms. Ezeleigh has advised that she requires a reserved space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation. Loading and unloading can take place on this side of the street at other times.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled resident's homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Ezeleigh possesses a valid disabled permit. An investigation has revealed that there is no suitable off-street parking available on the private property. Therefore, the Traffic Department concurs with the request.

CVB/MH/ca



ROSEMARY

TERRA

RAILWAY

WENT

NORTH

A

J/S-404

D/S-1224

BIRGE

STREET

BIRGE

STREET

AVENUE

G-3

H

H/S-500

H/S-146

H

ST. MATTHEWS AVENUE

CREEVER STREET

G-3

D

G-3

WILLIAM STREET

EAST

H/S-873

H

H/S-963

D

AVENUE

AVENUE

WRIGHT AVENUE

STREET

STREET

D

SITE PLAN CONTR BY LAW 54-74

D/S-672a

D/S-672

E a)iii)

CITY OF HAMILTON

- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 21

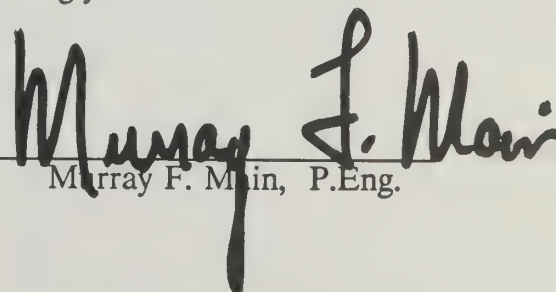
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: East side of Cathcart Street between Kelly Street and
Cannon Street - Parking Regulations [TEC-147-94]

RECOMMENDATION:

- a) That the existing "One Hour Parking Time Limit, 8:00 am to 8:00 pm, Monday to Friday" regulation on the east side of Cathcart Street between Kelly Street and Cannon Street be revised such that the regulation is in effect 24 hours a day, seven days a week; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of revising the subject signs.

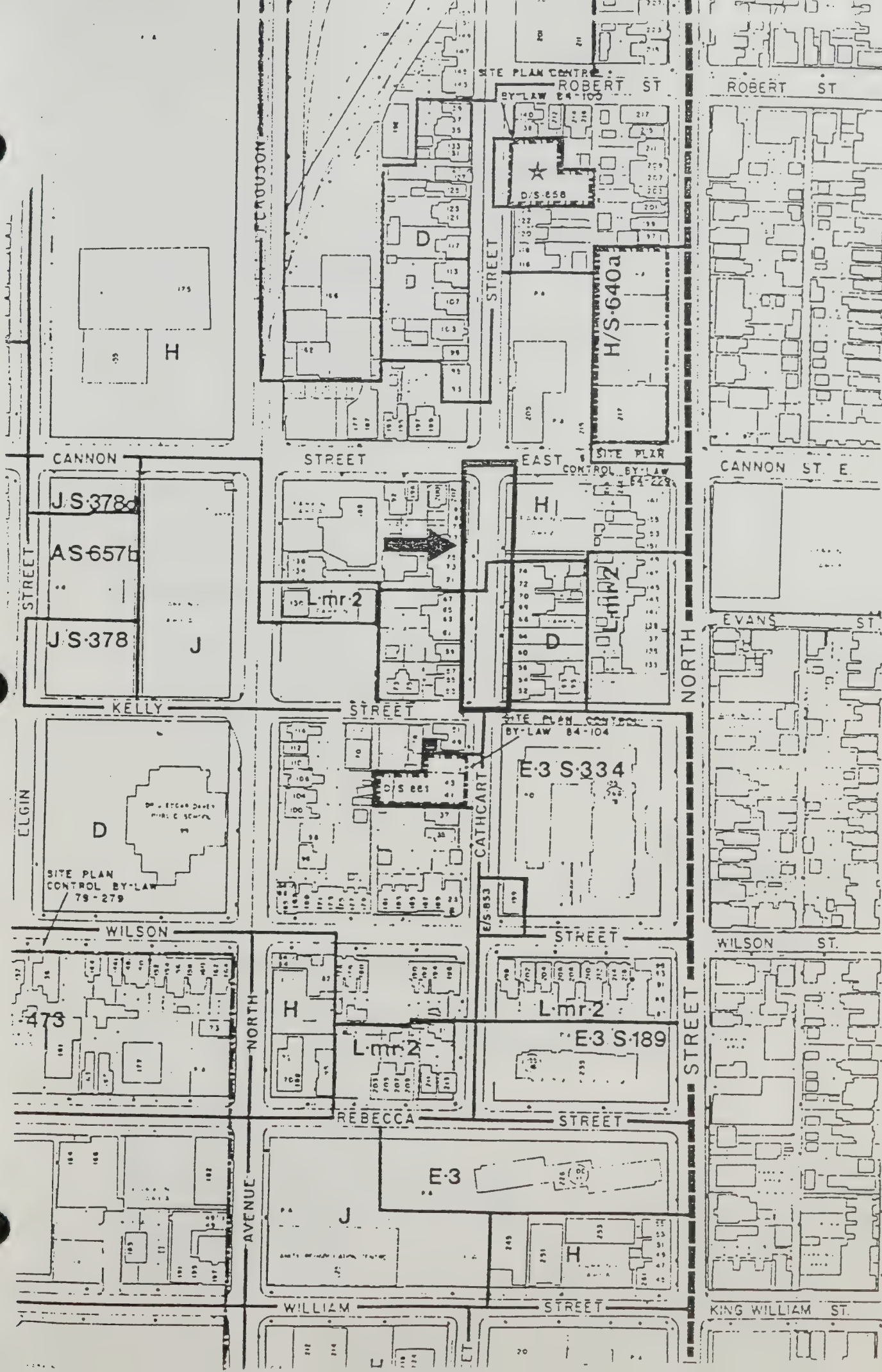
BACKGROUND:

Alderman Vince Agro has forwarded a petition to the Traffic Department signed by representatives of 15 of the 27 one, two and three family dwellings abutting Cathcart between Kelly and Cannon, requesting that the existing "One Hour Parking Time Limit, 8:00 am to 8:00 pm, Monday to Friday" regulation on the east side of the street in this block be revised such that it is in effect 24 hours a day, seven days a week. All 15 residents who signed the petition are in favour of the requested regulation. Staff has contacted four additional residents and two are in favour while two expressed no opinion respecting the

additional residents and two are in favour while two expressed no opinion respecting the requested change.

The residents have expressed concern regarding long-term non-resident parking during the evenings and weekends. The implementation of the requested regulation will reduce long-term non-resident parking at all times. Therefore, since 63 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

ca 7/11
CVB/MH/lem



Ea)iv

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

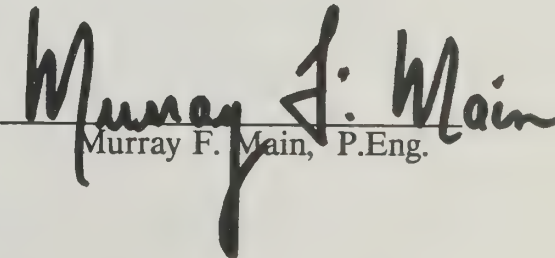
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

National Drive - Parking Regulations. [TEC-148-94]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the south and east sides of National Drive commencing at Ellen Avenue and extending to a point 46 feet north of the north curb line of Derek Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dominic Agostino has advised of concerns by Ms. O. Blaney, 89 National Drive, regarding parked vehicles on the curve in the road on the south and east sides of National in the vicinity of the Father O'Sullivan Park. The Traffic Department has also received concerns from Mrs. Skrypka, 81 National Drive, on this matter.

National has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Ms. Blaney and Mrs. Skrypka have expressed concern that when vehicles are parked on the south and east sides on the curve in the roadway on National, motorists' visibility of on-coming traffic is obstructed to some degree.

An investigation has revealed that vehicles parked in this area do obstruct visibility to some degree. Staff contacted representatives of the five abutting properties and two support a parking prohibition on the inside of the curve in the roadway and three do not. However, in the interest of public safety, the Traffic Department concurs with the request and recommends that parking be prohibited on the inside of this curve in the roadway.

The implementation of the requested regulation will result in the loss of approximately five legal on-street parking spaces. However, since virtually all area residents have available off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.


MT/CVB/kg

AA

CHERRYRIDGE

CLOSE

VIENNA

GREENHILL AVENUE

C

A

CHERRYRIDGE CLOSE

D/S-543

MONTE

D/S

FAVAROTTI

AA

DRIVE

CHERT

A

AVENUE

DEREK

DRIVE

C/S-965

NATIONAL

AVENUE

TASHA COURT

GABRIELE COURT

AVENUE

AA

TOMMAR

PLACE

Ea)v)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

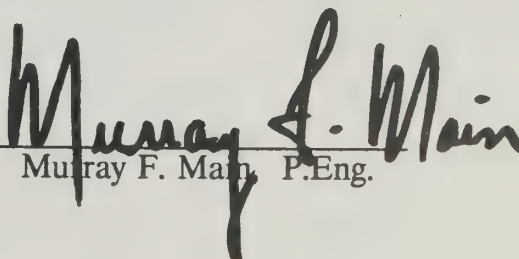
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Dunsmure Road, west of Garfield Avenue South - Parking Regulations [TEC-149-94]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the south side of Dunsmure Road, commencing at a point 70 feet west of Garfield Avenue South and extending to a point 17 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

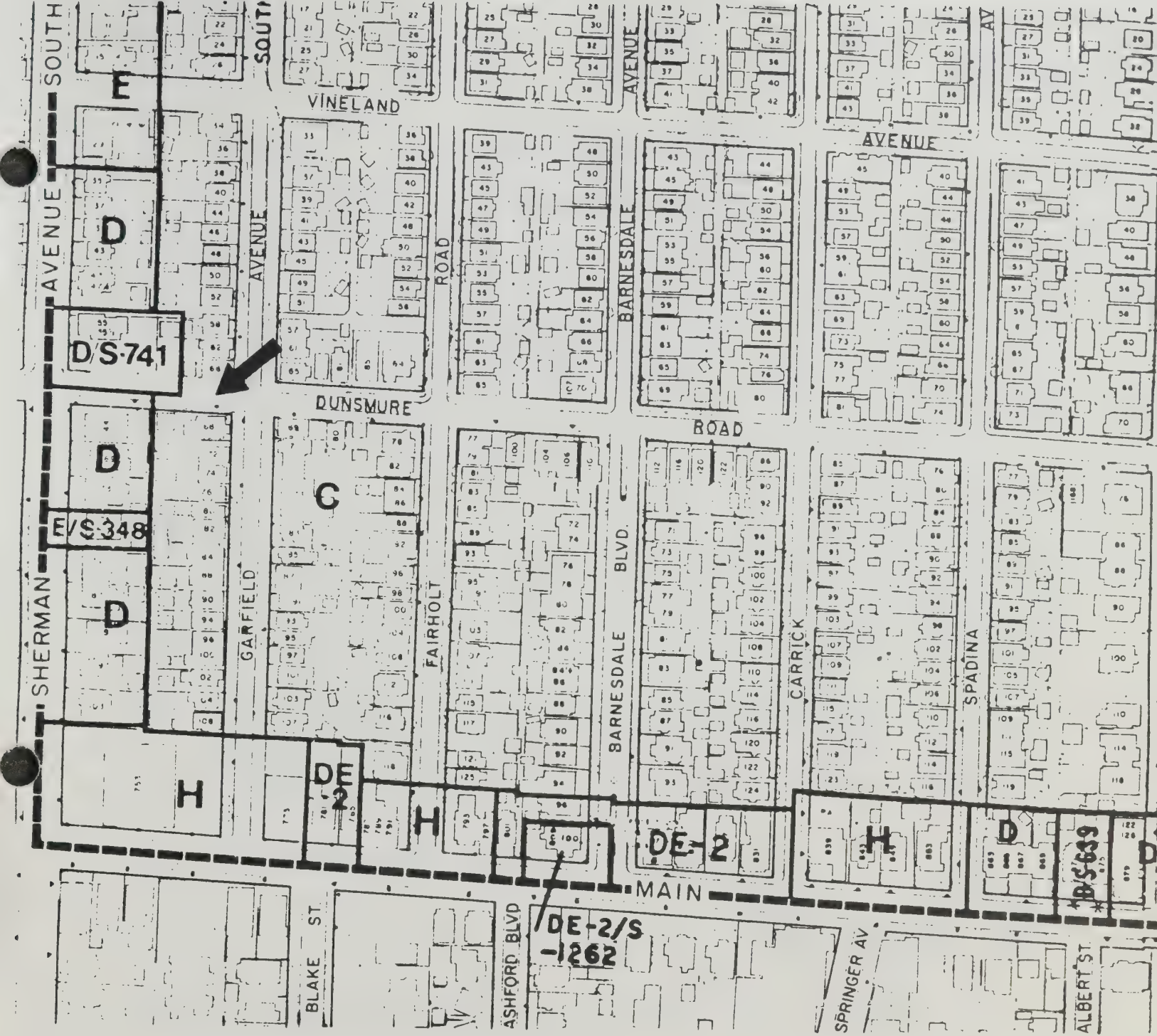
BACKGROUND:

The Traffic Department has received a request from Mr. Mike Wychopen, 66 Garfield Avenue South, that a "No Parking" regulation be implemented on the south side of Dunsmure Road, opposite his garage to facilitate backing his boat and trailer into his garage.

Dunsmure has a 24 foot pavement width, and presently, there is a "Alternate Side Parking" regulation on the street in this area. The Traffic Department contacted Mr. Zimmerman, 68 Garfield Avenue South, whose property would abut the requested regulation and he has agreed to the request. However, Mr. Zimmerman also stated that he may want the regulation removed in the future when he anticipates renting out his home.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space. However, since virtually all residents have available off-street parking in this area, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

cd
CVB/MH/lem



E a)vi)

CITY OF HAMILTON

- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

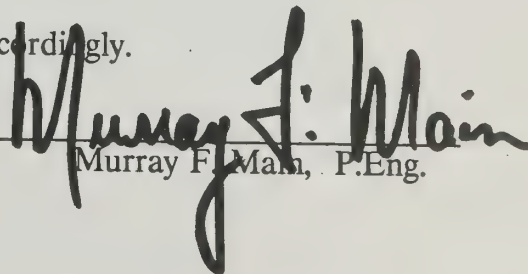
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Jackson Street East - Parking Regulations. [TEC-150-94]

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the north side of Jackson Street East which commences at a point 120 feet east of Walnut Street South and extends to a point 44 feet easterly therefrom be lengthened such that the regulation commences at a point 120 feet east of Walnut Street South and extends to a point 68 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of relocating the subject signs and removing the existing parking meter. There will be an undetermined loss of revenue due to the removal of the parking meter.

BACKGROUND:

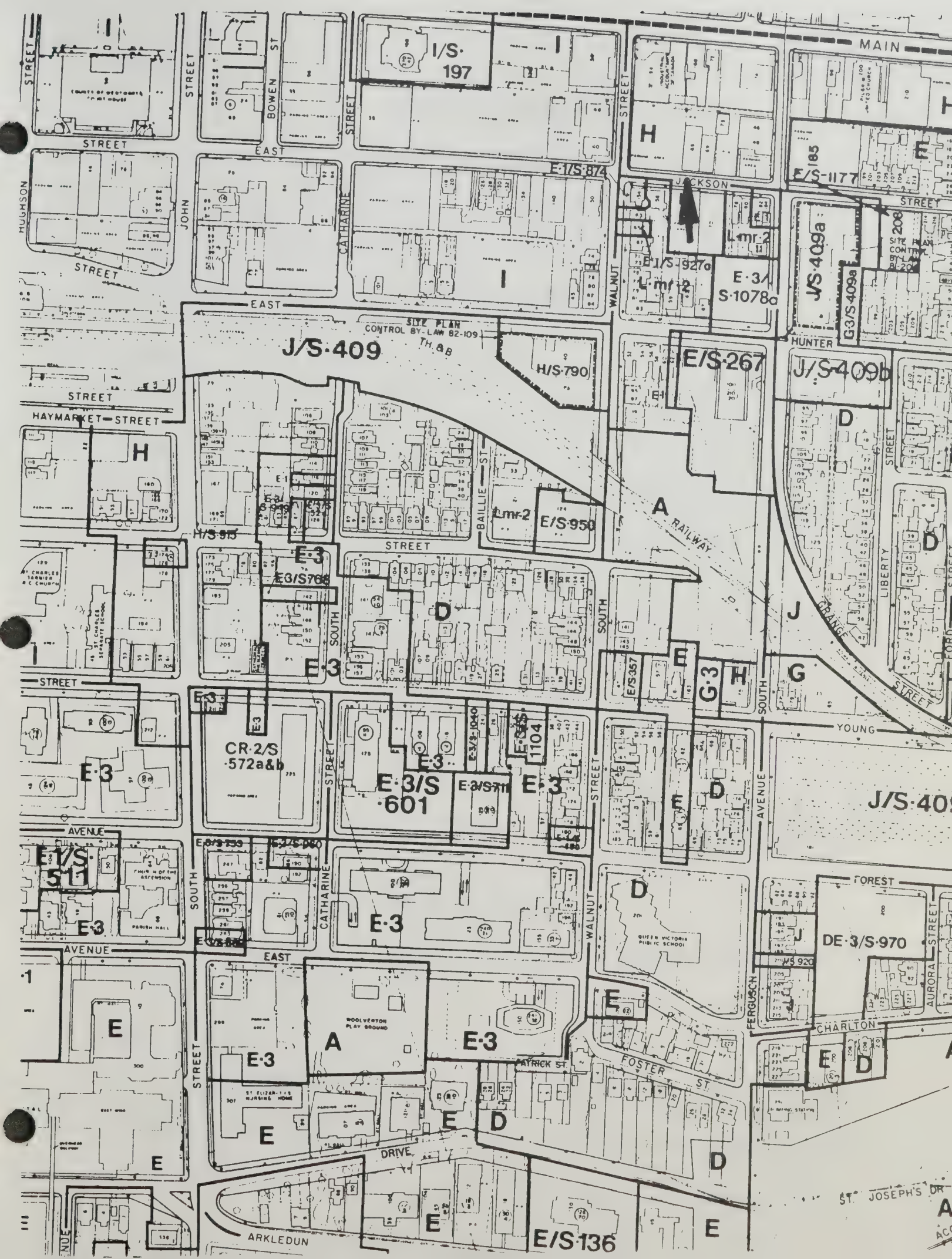
The Traffic Department was recently contacted by Walter Bartens, owner of Barco Contracting Inc., on behalf of the owner of Maxwell's Restaurant, 165-169 Jackson Street East, requesting that the existing "No Parking" regulation in front of the restaurant be extended and one on-street metered parking space be removed since they are expanding their restaurant into the adjacent building at 169 Jackson Street East.

Jackson has a 27 foot pavement width, and presently, there are metered parking spaces and a 44 foot "No Parking" regulation directly in front of the restaurant on the north side of the street in this area. There is also a "No Stopping" regulation on the south side of the street as well as "No Parking" regulations on both sides at the easterly end of the block.

Mr. Bartens has requested that the existing parking prohibition on the north side directly in front of the restaurant be extended and the existing metered parking space be removed to prevent motorists from parking in front of the doors of the new addition.

The implementation of the requested regulation would result in the loss of one metered parking space. However, since there are no other businesses on the north side of the street in this block and also since the majority of businesses on the south side have available off-street parking, staff do not anticipate any parking difficulties for customers of area businesses. It was necessary to remove the parking meter in question and to erect an additional "No Parking" sign by order of the Chief of Police in order to facilitate the work at this location.

 
MT/CVB/kg



E a) vii)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

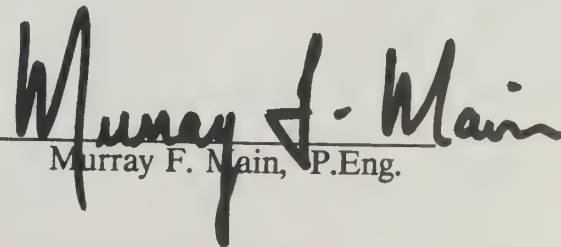
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 15 Holmes Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-151-94]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the south side of Holmes Avenue commencing at a point 115 feet west of Emerson Street and extending to a point 24 feet westerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Muraca, 15 Holmes Avenue, that the existing "Permit Parking" regulation on the south side of the street in front of his home be removed. The subject regulation was recently implemented for Mr. Sparks, 14 Holmes

Avenue, who is disabled. However, since there is an "Alternate Side Parking" regulation in front of Mr. Sparks home, it was necessary to designate a reserved "Permit Parking" space on both sides of the street. Mr. Muraca has advised of concerns regarding the loss of on-street parking and has requested that the signs be removed from in front of his home. Mr. Sparks has advised that he does not want to pursue another location for the signs and has asked that the signs be removed. Therefore, staff concurs with the request.

The removal of the subject regulation will result in the restoration of one on-street parking space.

MT CVB
MT/CVB/kg



James has a 44 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area as well as a "No Parking" regulation on the west side in front of Calvin Press Church, 541 James Street North and a wheelchair loading zone on the east side in front of Nos. 536 and 538 James Street North.

Since the street is signed with an "Alternate Side Parking" regulation, normal practice is to implement a reserved "Permit Parking" space on both sides of the street such that the applicant has a parking space available on a year round basis. However, Mr. Powless has advised that since there is insufficient space available on his side of the street, he requires a space only when parking is permitted on the west side of the street under the existing "Alternate Side Parking" regulation. Staff has contacted Mr. Kreger, 539 James Street North, as well as a representative of the Calvin Press Church, 541 James Street North, and both have advised that they support the requested regulation in front of their properties on the west side of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Powless' mother possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


MT/CVB/kg



Ea) ix)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 23

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

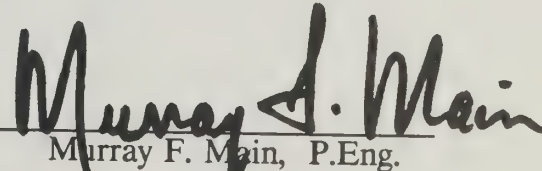
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Ray Street South between Main Street West and George Street - Parking Regulations
[TEC-153-94]

RECOMMENDATION:

- a) That a "Two Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Saturday" regulation be implemented on the east side of Ray Street South between Main Street West and George Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of five of the six one, two and three family dwellings abutting Ray Street South between Main Street West and George Street, requesting that a "Two Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Saturday" regulation be implemented on the east side of the street in this block. All of the petitioners are in favour of the requested regulation.

Ray has a 22 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted parking on the east side except for a 100 foot section of a "One Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Saturday" regulation immediately south of George which was implemented over 25 years ago and records no longer indicate why. The residents have expressed concern regarding long-term non-resident parking by employees of area businesses. The implementation of the requested regulation will prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit regulation. Therefore, since 83 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.


CVB/MH/lem



39	40	107
135	127	21
136	92	41

This is not a Legal Document

CITY OF HAMILTON

STRATHCONA

Ea) x)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 27

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

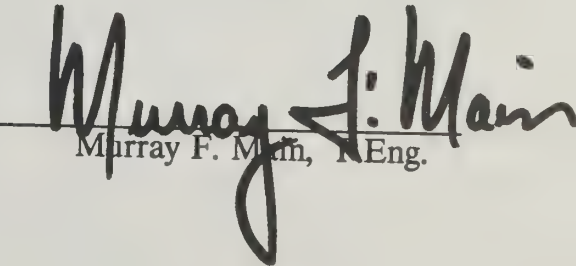
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Forest Avenue - Parking Regulations. [TEC-156-94]

RECOMMENDATION:

- a) That a "No Parking, 8:00 a.m. to 6:00 p.m., 7 days a week" regulation be implemented on the south side of Forest Avenue commencing at John Street South and extending to a point 128 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

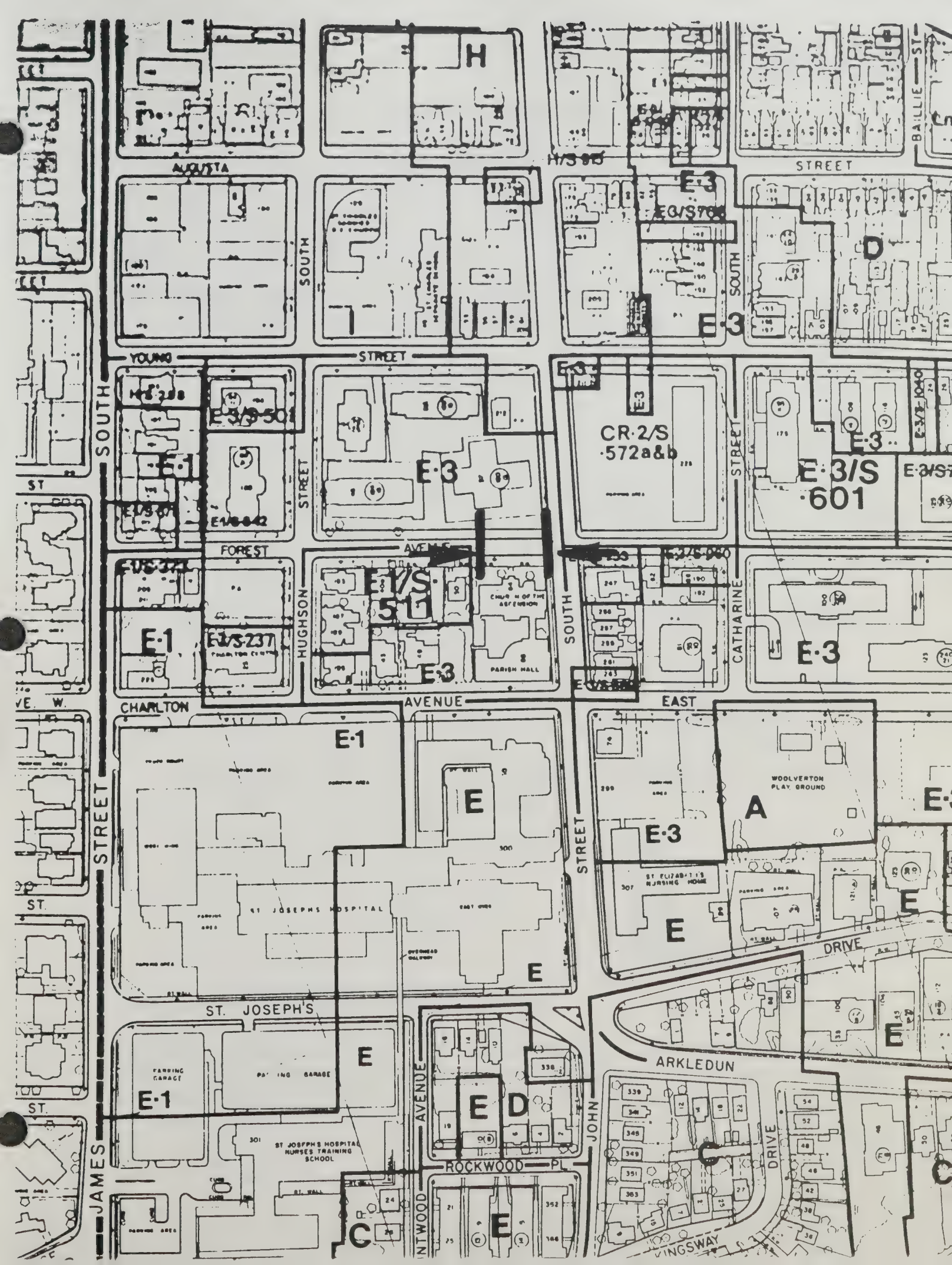
BACKGROUND:

Alderman William McCulloch has forwarded a letter dated 1994 June 07, advising of a request from the Rector of Wardens of the Church of the Ascension, 64 Forest Avenue, that a "No Parking" regulation be implemented on the south side of Forest directly in front their property.

Forest has a 28 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side and a "No Parking" regulation on the north side of the street in this block.

It was indicated in the letter that the church representative has concerns that there is a lack of on-street loading space available during the day on the south side of the street for funerals, weddings and other church functions. The on-street parking in this area is primarily occupied by employees of area businesses during the day and area residents during the evenings. An investigation has revealed that parking is heavy in this area at all times. The implementation of the requested regulation would eliminate approximately five legal on-street parking spaces during the day, immediately in front of the church. However, the applicant has agreed to limit the hours of the regulation such that these spaces will be available after 6:00 p.m. each evening. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

MT/CVB/kg



AUGUSTA

H/S 815

STREET

BAILLIE ST

SOUTH

SOUTH

YOUNG

STREET

SOUTH

H/S 288

E-3/S 501

E-1

E-1/S 412

E-1/S 412

FOREST

HUGHSON

AVENUE

E-1/S 237

E-1

E-1/S 237

PARISH HALL

E-3

CR-2/S
572a&b

PARKING AREA

E-3/S
601

E-3/S 1040

E-3/S 1040

ST

VE. W.

CHARLTON

AVENUE

EAST

JAMES STREET

E-1

E

E-3

A

WOOLVERTON PLAY GROUND

ST

ST. JOSEPH'S HOSPITAL

PART 1000

E

ST. ELIZABETH'S NURSING HOME

307

PARKING AREA

ST. BARNABAS

ST. JOSEPH'S

E

E

D

ARKLEDUN

ST

E-1

PARKING GARAGE

PARKING GARAGE

ST. JOSEPH'S HOSPITAL NURSES TRAINING SCHOOL

ST. BARNABAS

AVENUE

ROCKWOOD PL

JOHN

DRIVE

WINGSWAY

E a) x i)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 28

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

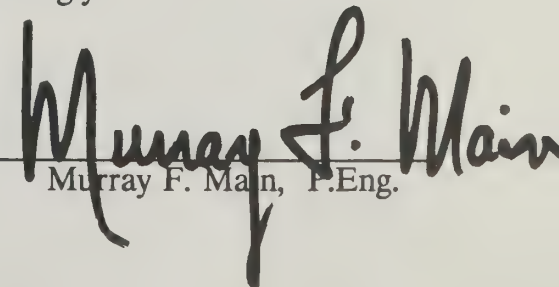
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Wood Street West between MacNab Street North and James Street North - Parking Regulations. [TEC-157-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on both sides of Wood Street West between MacNab Street North and James Street North; and
- b) That the Director of Traffic Services be authorized to issue three parking permits to the residents of No. 32 Wood Street West and two parking permits per household to residents of Nos. 23 and 27 Wood Street West and one parking permit per household to residents of Nos. 9, 10, 15, 17, 18, 26, and 28 Wood Street West and any additional parking permits to a maximum of twenty-two on a first come first served basis to eligible residents in this block; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for \$264.00 in revenue each year from the sale of parking permits which would offset the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 17 of the 25 one, two and three family dwellings abutting Wood Street West between MacNab Street North and James Street North requesting that a "Permit Parking" regulation be implemented on both sides of the street in this block. Fifteen of the 17 residents who signed the petition are in favour of the requested regulation and two are opposed.

Wood has a 28 foot pavement width, and presently, there is unrestricted parking on the street in this area. The resident who circulated the petition has expressed concern regarding on-street parking by area residents who do not reside in this block. The implementation of the requested regulation would prohibit parking by non-abutting area residents and eligible residents would be entitled to purchase permits at a charge of \$12.00 per year to exempt their vehicles from the signed "Permit Parking" regulation.

An investigation has revealed that there are 22 legal on-street parking spaces on both sides in this block. It was indicated on the petition that 14 permits are required by the 17 abutting residents who signed the petition. There would be eight permits available for the eight residents who were not contacted. Therefore, since it appears the demand for permits does not exceed the number of on-street parking spaces and since 60 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.


MT/CVB/kg

S-838

F-1

F-1

ROYAL HAMILTON
YACHT CLUB

555

BOAT HOUSE

J

MAINE LOCK

HAMILTON
S. HARRIS
COMMISSION

GUISE ST.

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LEANDER DRIVE

BAY STREET

BURLINGTON STREET

WOOD STREET

STREET

STREET

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Ea) xii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 04 JUL 08 1994

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

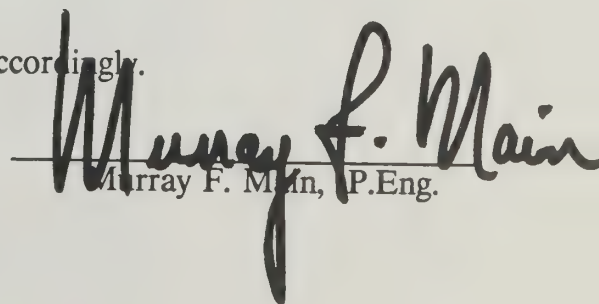
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 74 Pearl Street - Request for a Reserved Permit Parking Space for a Disabled Resident.
[TEC-160-94]

RECOMMENDATION:

- a) That the existing "No Parking" regulation on the east side of Pearl Street which commences at a point 90 feet south of Peter Street and extends to a point 31 feet southerly therefrom, be replaced with a "Permit Parking" regulation; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Eugene Miller, 74 Pearl Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual fee for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Eugene Miller, 74 Pearl Street, that a reserved "Permit Parking" space be implemented on the east side of the street, in front of his home since his wife is disabled.

Pearl has a 22 foot pavement width, and presently, there is a "No Parking" regulation on the west side and there is unrestricted parking on the east side of the street except for a "No Parking" regulation directly in front of the applicant's home. This regulation was implemented in 1988 in order to provide a loading/unloading area for Darts vehicles. However, the applicant has now requested that this "No Parking" regulation be replaced with a "Permit Parking" regulation such that he may park his vehicle in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Miller possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.


CVB/kg



E a) xiii)

CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 July 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

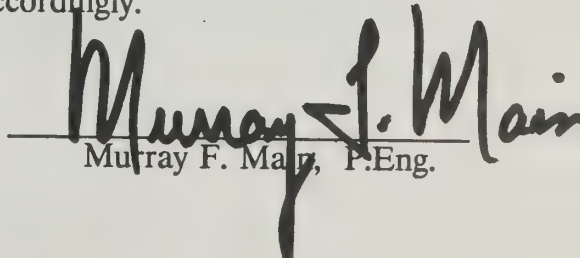
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 86 Whitney Avenue - Request for a Wheelchair Loading Zone. [TEC-161-94]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Whitney Avenue commencing at a point 266 feet east of Leland Street and extending to a point 42 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Arthur Clelland, No. 86 Whitney Avenue, that a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be designated on the north side of the street directly in front of his home since he is disabled and requires the use of Darts buses.

Whitney has a 38 foot pavement width, and presently, there is unrestricted parking on both sides in this area except for a "No Stopping" regulation in the bus stop on the north side of the street immediately east of Leland. The requested regulation would result in the loss of two legal on-street parking spaces directly in front of the applicant's property on a part-time basis. However, since virtually all residents in this area have available off-street parking and since the applicant has agreed to limit the hours of the requested regulation such that the space would be available for parking after 5:00 p.m., on weekdays and all day on weekends, staff do not anticipate any parking problems for area residents and concurs with the request.


MT/CVB/kg



MAIN STREET WEST

KINGSMOUNT ST. S

HOLYWOOD ST. S

THORNDALE ST. SOUTH

NORFOLK STREET SOUTH

LELAND STREET

SUSSEX STREET

EMERSON STREET

BROADWAY

GLENMOUNT AVENUE

MAPES AVENUE

WARD AVENUE

ROYAL AVENUE

HOLMES AVENUE

WHITNEY AVENUE

WILLOWCREST AVENUE

AINSLIE AVENUE

EMERSON AVENUE

TOTTENHAM ROAD

CLIFFORD STREET

LELAND STREET

WHITNEY STREET

WILLOWCREST STREET

EMERSON STREET

BROADWAY

WILLOWCREST AVENUE

AINSLIE AVENUE

EMERSON AVENUE

BROADWAY

IONA AVENUE

RIFLE RANGE

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C/S-815

STATE CONTROL BY-LAW 85-101

C/S-120

C/S-694

C/S-720

DE-3 S-981

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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 June 20

JUL 08 1994

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

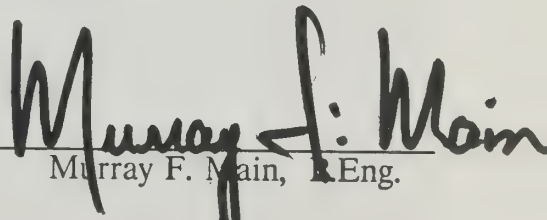
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Douglas Street and Mars Avenue - Intersection Control. [TEC-145-94]

RECOMMENDATION:

- a) That northbound traffic on Douglas Street be required to stop for eastbound and westbound traffic on Mars Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P. Eng.

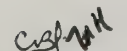
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop sign.

BACKGROUND:

The Traffic Department has received a request from Ms. Kim Blacklock, 418 Emerald Street North, that stop control be implemented at the intersection of Douglas and Mars.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that northbound traffic on Douglas be required to stop for eastbound and westbound traffic on Mars.


CVB/ca

E blyi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

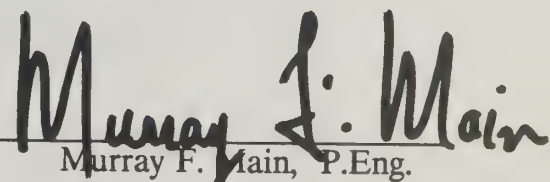
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Rexford Drive and Astonwood Drive - Intersection Control. [TEC-165-94]

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Rexford Drive and Astonwood Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly; and
- c) That the intersection control at Rexford Drive and Astonwood Drive be reviewed in the future following the installation of a traffic signal at the intersection of Upper Sherman Avenue and Stone Church Road.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Aldermen Henry Merling and Terry Anderson have requested that three-way stop control be implemented at the intersection of Rexford Drive and Astonwood Drive. Alderman Terry Anderson convened a meeting with residents and Traffic Department staff on-site on 1994 July 07.

The Traffic Department is opposed to the implementation of three-way stop control at this intersection because none of the criteria are met and because the collision record could not be improved upon by the implementation of a three-way stop. However, a temporary and abnormal condition exists at the present time.

The residents are concerned about traffic cutting through the neighbourhood, particularly during the morning and evening rush hours, to avoid a back-up at the four-way stop at Stone Church and Upper Sherman. There is frequently traffic congestion at this intersection, and it is anticipated that a traffic signal will be installed at this location in 1995. In the interim, there is and will continue to be an abnormal volume of through traffic in the neighbourhood, composed of relatively high speed commuter traffic. Therefore, it is recommended that a three-way stop be implemented on an interim basis, and that the conditions be reviewed following the installation of a traffic signal at the intersection of Stone Church Road and Upper Sherman Avenue, in 1995.

MH/kg

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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 11

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

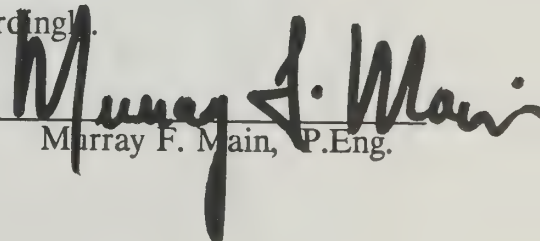
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Questor Court and Quaker Crescent - Intersection Control. [TEC-166-94]

RECOMMENDATION:

- a) That northbound traffic on Questor Court be required to stop for eastbound and westbound traffic on Quaker Crescent; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

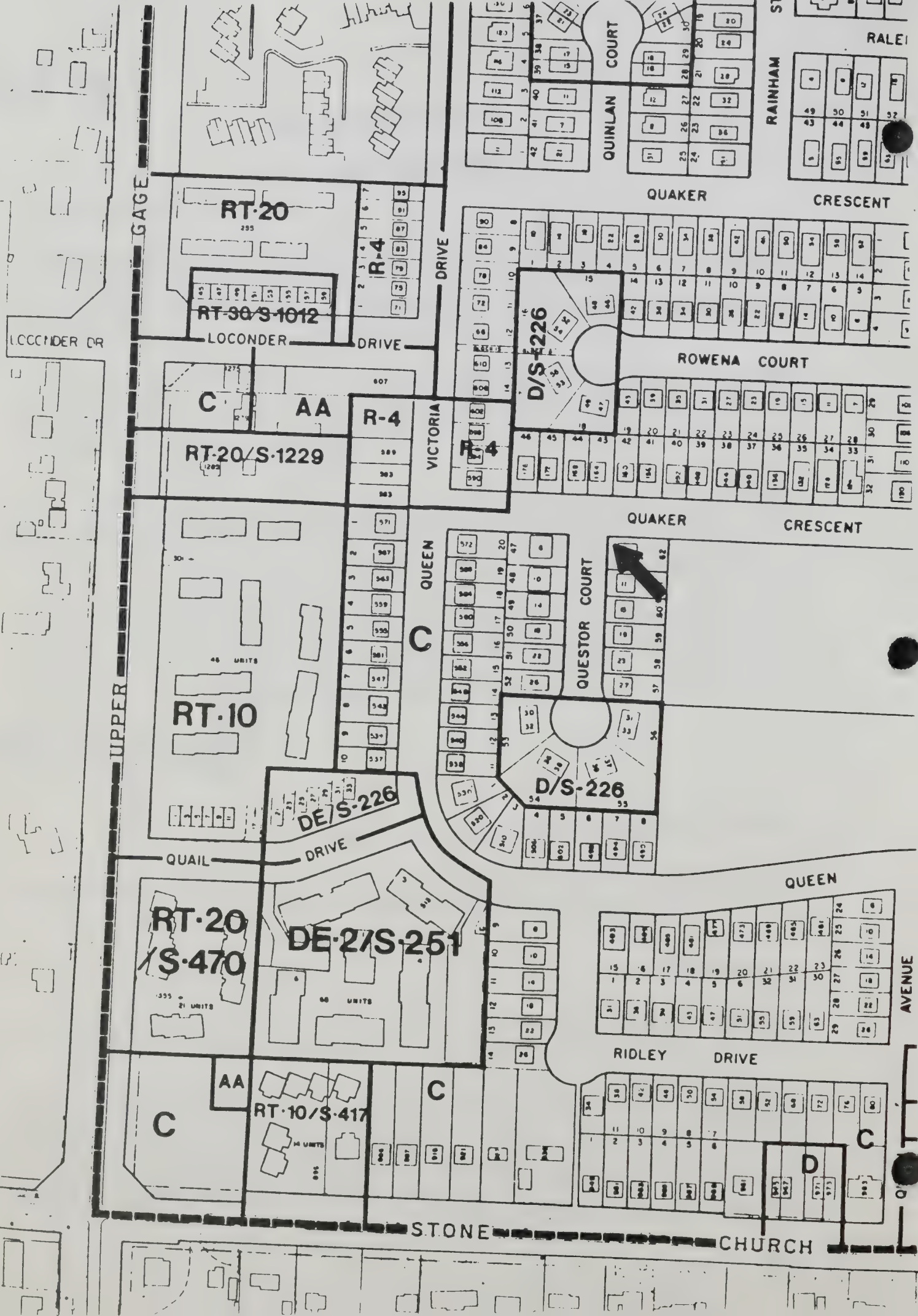
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mrs. Ruth Rodrigues, 30 Questor Court, that stop control be implemented at the intersection of Questor and Quaker.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable right-hand rule which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that northbound traffic on Questor be required to stop for eastbound and westbound traffic on Quaker.



CITY OF HAMILTON

- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 29

REPORT TO: Mr. Kevin C. Christenson
Secretary, Transport and Environment Committee

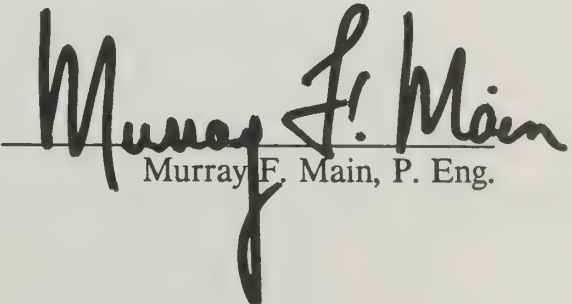
FROM: Murray F. Main, P.Eng.
Director of Traffic Services

SUBJECT:

Sanatorium Road - Pedestrian Safety. (TEC-117-94)

RECOMMENDATION:

That no action be taken on the request for a traffic signal on Sanatorium Road in front of the William Osler Health Institute.


Murray F. Main, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of installing a midblock traffic signal is approximately \$30,000. Annual maintenance costs would be approximately \$2,000 per year.

BACKGROUND:

In accordance with a petition forwarded to the City by Elizabeth Stransky, who is an out patient of the William Osler Health Institute, the Traffic Department has investigated the possibility of installing a traffic signal on Sanatorium Road in the vicinity of the William Osler Health Institute. The petition was signed, to a great extent, by out-of-town visitors rather than by local residents.

Sanatorium Road from Rice Avenue to Scenic Drive is a 50 km/h, two-lane roadway with several curves. There are all-direction stops at the intersections of Scenic Drive/Sanatorium Road and Rice Avenue/Sanatorium Road. This section of Sanatorium Road is a bus route and serves primarily as access to the Chedoke Hospital grounds. The neighbourhood plan for this area is currently under review. The plan proposes a realignment of the Sanatorium/Rice/Chedmac intersections. In conjunction with that it has been suggested that the section of Sanatorium Road from Rice to Scenic could be closed and transferred to the Hospital. It is anticipated that this plan will be presented to the Planning and Development Committee in the near future.

Midblock traffic signals are intended to accommodate pedestrians crossing the roadway by creating gaps in the vehicular traffic stream. Therefore, in order for a midblock signal to be beneficial there must be a significant number of pedestrians crossing at a single location and there must be insufficient gaps in vehicular traffic so that the delay to pedestrian traffic is unacceptable.

The collision record confirms that there have not been any reported collisions on this section of roadway in the last 8 years. This is an indication that pedestrians and motorists are safely sharing the roadway.

A field study was conducted to determine the number of pedestrians crossing Sanatorium Road in the vicinity of the William Osler Health Institute and the average delay to the pedestrians. During the busiest 7 hours of the day a total of 259 pedestrians crossed Sanatorium Road in the area of concern. However, the average delay to these pedestrians was 3.0 seconds, and 85% of them crossed the roadway waiting less than 6.6 seconds at the curb side. This is not considered to be an excessive waiting period and would not be improved upon by a midblock signal. In fact, it would take a minimum of 5 to 6 seconds for the signal to transfer the right-of-way from vehicular to pedestrian traffic.

Therefore, based on the safe and relatively expedient crossings and the plan to turn this section of Sanatorium Road into a private roadway a traffic signal is not recommended for this location.

GJF/kg

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CITY OF HAMILTON
- RECOMMENDATION -

JUL 08 1994

DATE: 1994 June 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

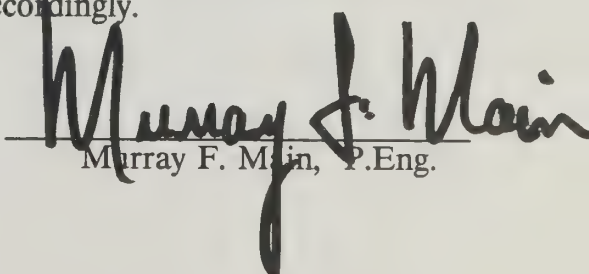
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rice Avenue between Mohawk Road West and Sanatorium Road - Through Street Designation [TEC-146-94]

RECOMMENDATION:

- (a) That the "Through Street" designation of Rice Avenue between Mohawk Road West and Sanatorium Road be removed; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

For many years, Rice Avenue has been designated as a "Through Street" between Mohawk Road West and Sanatorium Road such that parking is prohibited between the hours of 2:00 a.m. and 7:00 a.m. each day to allow the Department of Public Works to conduct street maintenance operations overnight.

The Public Works Department has advised that their operations no longer require that Rice Avenue be designated as a through street. Therefore, it would be appropriate to delete the "Through Street" designation and to legalize the limited overnight parking which occurs on this street.


MH/jd

F.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 June 24

JUL 12 1994

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

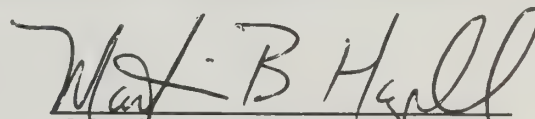
FROM: Mr. Martin B. Hazell, CET, CMM
Secretary, Pedestrian Safety Advisory Committee

SUBJECT:

Pedestrian Safety in the City of Hamilton [TEC-155-94]

RECOMMENDATION:

- a) That the City Council endorse a recommendation of the Pedestrian Safety Advisory Committee that more policing is needed to enforce pedestrian safety in the City of Hamilton; and
- b) That the Regional Police Services Board be requested to investigate and respond to this request.


Martin B. Hazell, CET, CMM

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

At the 1994 June 2 meeting, the Pedestrian Safety Advisory Committee endorsed a motion by Alderman Henry Merling that more policing is needed to enforce pedestrian safety in the City. This motion is forwarded to the Transport and Environment Committee for consideration.

The Committee is very concerned that the level of traffic enforcement throughout the City has been reduced in recent years, and that the result will be an erosion of driving habits, a higher rate of speed throughout the City, a higher level of vehicle/pedestrian violations, and an overall reduction in the level of safety.

MH/jd

G.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 12

REPORT TO: Alderman H. Merling
Alderman, Ward 7

FROM: Tina Agnello, Secretary
Planning and Development Committee

SUBJECT: Information Items

RECOMMENDATION:

That the attached list of Information Items, which have been previously forwarded to members of the Committee under separate cover, be received for information.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

N/A

REPORTS
TRANSPORTATION AND ENVIRONMENT
COMMITTEE

Date	From	Subject	Date Distributed
1994 April 7	Murray Main Director of Traffic Services	Fennell Avenue East and High Street - School Crossing Guard	1994 June 15
1994 July 5	E. M. Gill, P.Eng. Senior Director Roads Department	Proposed Closure; East/ West alley adjacent to Municipal #13 Walnut Street North to 34.83 m Westerly	1994 July 8
1994 June 22	Peter Baker General Manager Parking Authority	Alley Closure-Mary to Walnut-Agenda Item, 1994 July 18	1994 June 24
1994 June 17	L.D. Turvey Commissioner of Transportation/ Environmental Services	Mayor's Downtown Task Force	1994 July 12

Tina Agnello, Acting Secretary
Transport and Environment Committee
1994 July 18

CATON #BLA05
CSIT6
URBAN/MUNICIPAL

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY



NOTICE OF MEETING

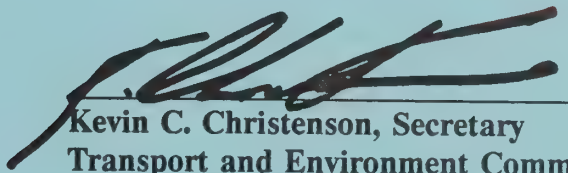
TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1994 August 22
9:30 o'clock a.m.
Room 233, City Hall

URBAN MUNICIPAL

AUG 19 1994

GOVERNMENT DOCUMENTS


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. DELEGATION: (9:30 o'clock a.m.)
 - (a) Glenside and Flatt Avenue - Intersection Control
- Alderman M. Kiss
 - (b) Mead Avenue - Vehicular Barrier
 - (c) Extension of Bus Service to 595 Rymal Road East
- Mr. E. Sutherland
2. CONSENT AGENDA
3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES
Melvin Avenue Bridge Rehabilitation

4. ACTING DIRECTOR OF PUBLIC WORKS

- (a) Ministry of Transportation Request for Noise By-Law Exemption - Contract #20-94-625 and Contract #20-94-629. Selective Resurfacing on the QEW and Highway 403.
- (b) Rental of Labour and Equipment for Snow Removal - 1994/95 - 1995/96 - 1996/97
- (c) Sewer Street Tree Program - Update
- (d) Proposed Reconstruction of the South Leg of King Street Between John and Hughson Streets
- (e) Council Correspondence - Solid Waste Management Strategic Plan

5. DIRECTOR OF TRAFFIC SERVICES

- (a) Intersection of Fairway Drive and St. Andrews Drive - Intersection Control
- (b) Removal of School Crossing Guard at the Intersection of Cannon Street East and Balmoral Avenue North

6. CITY COUNCIL REFERRALS

- (a) Noise Complaints - 255 King Street West
- (b) Council Correspondence - Provincial 3R's and CFC Regulations
- (c) Concrete Curb - Upper Kenilworth

7. MAYOR ROBERT M. MORROW

Parking Facilities Near the T H & B/GO Station, Hamilton

8. OTHER BUSINESS

9. ADJOURNMENT

**Transport and Environment Committee
Outstanding Items**

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
3.	Walkway - Fontheill Road to Upper Paradise Road - Fessenden Neighbourhood, Wentworth Condominium Corporation No. 79	1993 Dec. 6	Ald. Ross Ald. D'Amico	Report Back 1994 February
4.	Intersection of Bell Manor and Berkindale Drive	1993 Dec. 6	Delegation - Ald. F. Eisenberger	Tabled for a Delegation
5.	Closure and Conveyance of original unopened road allowance, rear of 1688 Main Street West	1994 January 31	Ald. M. Kiss	Tabled for a Public Meeting
6.	West side of Oriole Crescent between Martha Street and Glengrove Avenue	1994 Feb. 28	Ald. D. Wilson	Tabled
7.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
8.	Access Routes to the Harbour and Beatification of Same	1994 July 18	Acting director of Public works/Senior Director, Roads Dept.	Prepare Report
9.	Snow Removal in Alleyways	1994 July 18	Acting Director of Public Works	Prepare Report

Kevin C. Christenson Secretary
1994 August 22

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CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 July 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

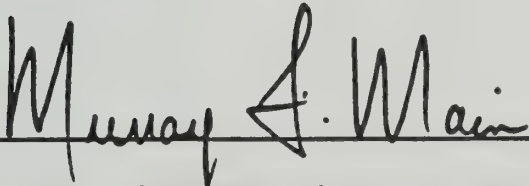
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Flatt Avenue and Glenside Avenue - Intersection Control. (TEC-143-92)

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Flatt Avenue and Glenside Avenue.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

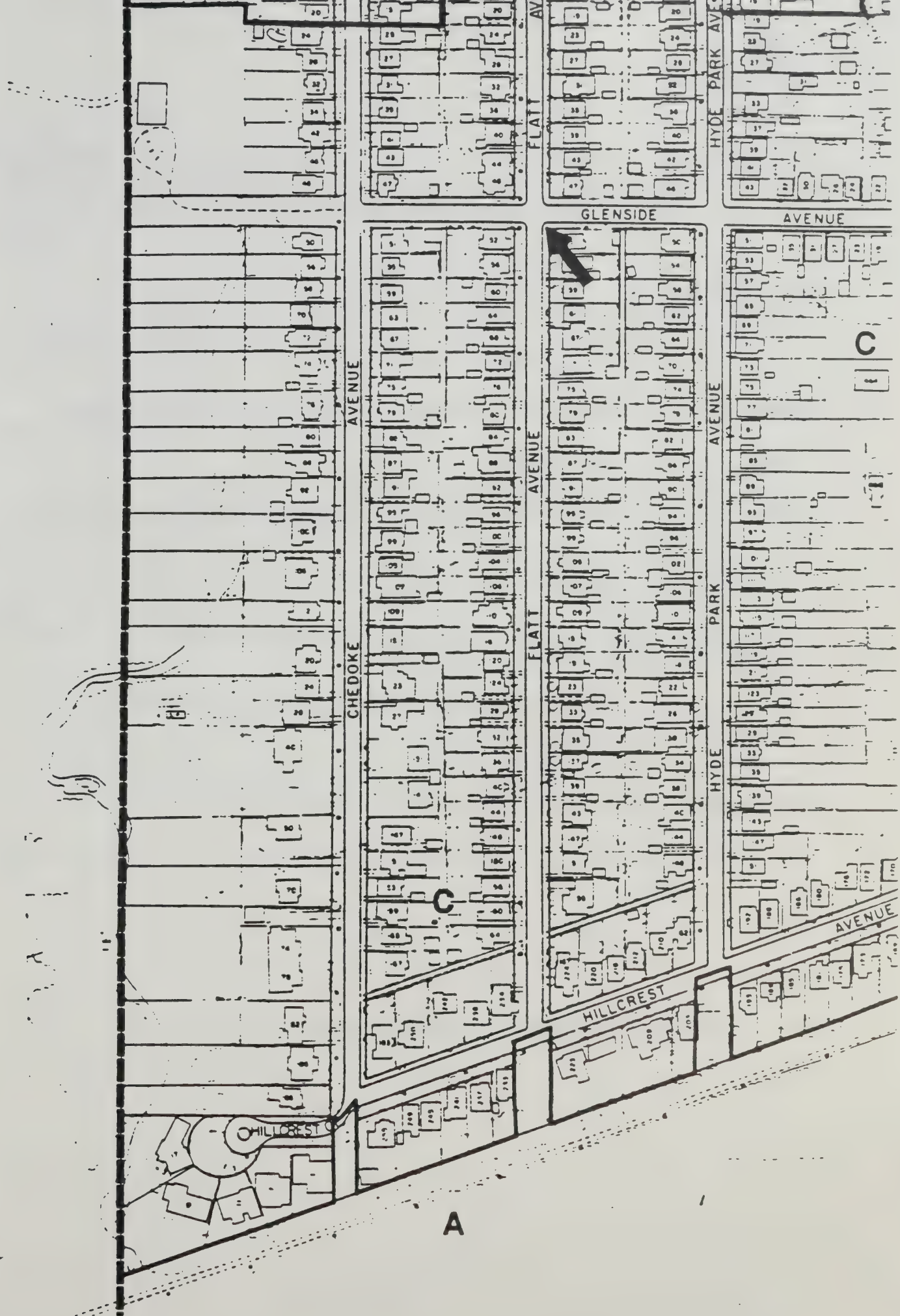
The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to \$10,000.00 annually.

BACKGROUND:

Alderman Mary Kiss has advised of concerns expressed by area residents regarding the speed and volume of traffic on Flatt in the vicinity of Glenside and has requested that four-way stop control be implemented at the intersection of Flatt and Glenside.

The subject intersection is a four-leg intersection, and presently, eastbound and westbound traffic on Glenside is required to stop for northbound and southbound traffic on Flatt. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision history for this type of intersection.

The Traffic Department has assessed this request and have their usual concerns respecting unwarranted four-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. Therefore, for the above-mentioned reasons, the Traffic Department does not support the request for four-way stop control at this intersection.





CITY COUNCIL
HAMILTON, CANADA

Alderman Mary Kiss

71 MAIN STREET WEST L8N 3T4 • (905) 546-4528 • RES. (905) 525-5932 - WARD 1

16 August 1994

Memo to: Chairman & Members, Transport & Environment Committee

From: Alderman Mary Kiss, Ward 1

RE: DELEGATION FOR STOP SIGNS AT FLATT & GLENSIDE

I strongly support the implementation of stop signs at the corner of Flatt and Glenside for safety reasons.

In the last few years more families with younger children have moved into the area and residents fear for their safety and well being.

This corner is a hazardous one as cars and other vehicles are travelling in the area in greater numbers and at greater speeds.

I am enclosing a copy of a petition duly signed by residents of the area in addition to letters from residents requesting your support for these needed stop signs.

Thank you for your immediate consideration of this important matter to the community.

MK:sn

Encl.

/ c.c. Mr. K. Christenson, Secretary, Transport & Environment Committee

Councillor Mary Kiss
City Hall
Hamilton, Ont.

August , 1994

Dear Mary:

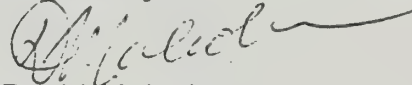
I have signed the petition that asks for a stop sign to be erected at the corner of Flatt Avenue and Glenside and I am willing to speak on the petitioners' behalf at the Transport and Environmental Committee meeting of August 22, 1994.

I strongly believe that we must put a stop sign at this corner to ensure the safety of the children in our neighbourhood.

Recently, we have had two more families move on to the street. Both have young children. I have two boys under the age of five and the speed with which cars travel up and down Flatt Avenue frightens me greatly.

Please help us slow traffic on this residential street before we have to do it under tragic circumstances.

Yours truly,

A handwritten signature in cursive script, appearing to read 'David Malcolm', followed by a long horizontal flourish.

David Malcolm
Resident, 28 Flatt Ave.

Councillor Mary Kiss
Hamilton City Hall

August 18, 1994.

Dear Mrs. Kiss,

My name is Paul Benedetti . My wife is Marni Flaherty and we have two boys, James who is five years old and Matthew who is two. I am writing this letter on behalf of my sons James and Matthew because they cannot write for themselves.

We moved onto Flatt Avenue several months ago. It is a quiet, pleasant street in a friendly neighbourhood. There are many children of preschool age here, as well as older children, all of whom enjoy playing in and around the neighbourhood.

It only took me a few days to realize we needed a stop sign at the corner of Flatt and Glenside to ensure that everyone could enjoy the street in safety. Cars routinely blow past my house moving at 60-70 kilometres an hour and faster.

They may not realize how fast they are going or they may not care, I'm not sure. The point is, without a stop sign at Glenside, cars travel the entire length of Flatt from the Mountain to Aberdeen without any impediment to their increasing speed.

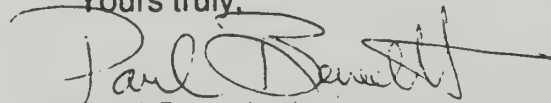
Many of these cars couldn't stop for a child darting onto the street if they tried.

The residents of Flatt have signed a petition asking for a stop sign. We have not done so lightly. We believe that it is necessary to ensure the safety of our children.

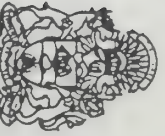
I and my neighbours are asking the City to help us slow down cars on this street before anyone is hurt.

Thank you for your time and consideration.

Yours truly,



Paul Benedetti



CITY COUNCIL
HAMILTON, CANADA

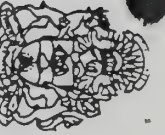
CITY OF HAMILTON

PETITION

REASON FOR PETITION: WE, THE UNDERSIGNED RESIDENTS RESPECTFULLY REQUEST THE
IMPLEMENTATION OF A FOUR-WAY STOP AT THE CORNER OF GLENSIDE AND FLATT

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
Robert Oakley	11 Flatt Ave.	L8P 4M9	[Signature]	522-0000
David Oakley	11 Flatt Ave.	L8P 4M9	[Signature]	
DAVID HANSON	31 Flatt Ave	L8P 4M9	[Signature]	522-0056
DIANNE SMITHSON	35 FLATT AVE	L8P 4M9	[Signature]	522-0000
JENNIFER DENTON	43 FLATT AVENUE	L8P 4M9	[Signature]	522-0000
Esther Ardeline	52 Flatt Ave.	L8P 4M3	[Signature]	523-8530
Ruth Burney	40 Flatt Ave.	L8P 4M1	[Signature]	225 2212
Don Burney	40 Flatt Ave.	L8P 4M1	[Signature]	522 2202
Paul Burney	36 Flatt Ave	L8P 4M1	[Signature]	225-3504
David Oakley	36 Flatt Ave	L8P 4M1	[Signature]	225-3504
Philip Denton	19 Flatt Ave	L8P 4M9	[Signature]	577-9096
Clare Werner	44 FLATT AVE	L8P 4M1	[Signature]	589-6100
Alvinia Werner	44 FLATT AVE	L8P 4M1	[Signature]	589-6100
Marnie Denton	19 Flatt Ave	L8P 4M9	[Signature]	589-6100



CITY COUNCIL
HAMILTON, CANADA

CITY OF HAMILTON

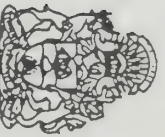
PETITION

WE, THE UNDERSIGNED RESIDENTS RESPECTFULLY REQUEST THE
REASON FOR PETITION:

IMPLEMENTATION OF A FOUR-WAY STOP AT THE CORNER OF GLENSIDE AND FLATT

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
SANDY MARINIC	32 FLATT AVE	L8P 4N1		572-1414
BEVERLEY RUFFO	32 FLATT AVE	L8P 4N1		572-1414
JAck WRIGHT	15 FLATT AVE	L8P 4M9		524-6502
Beth WRIGHT	15 FLATT AVE	L8P 4M9		524-6502
Marnie Bell	20 FLATT AVE	L8P 4N1		522-5117
Orval Bell	20 FLATT AVE	L8P 4N1		522-5117
Heather Eastwood	23 FLATT AVE	L8P 4M9		525-2648
Edie Ecker-Lieber	23 FLATT AVE	L8P 4M9		525-2648
Alan Bullock	24 FLATT AVE	L8P 4N1		526-1119
Janet Murphy	24 FLATT AVE	L8P 4N1		526-1119
Donna Bullock	28 FLATT AVE	L8P 4N1		526-1119
DAVID MACCOCH	28 FLATT AVE	L8P 4N1		526-1119
PAUL DOESBUE	27 FLATT AVE	L8P 4M9		527-0352
GREG DOESBUE	27 FLATT AVE	L8P 4M9		527-0352



CITY COUNCIL,
HAMILTON, CANADA

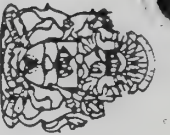
CITY OF HAMILTON

PETITION

WE, THE UNDERSIGNED RESIDENTS RESPECTFULLY REQUEST THE
IMPLEMENTATION OF A FOUR-WAY STOP AT THE CORNER OF GLENSIDE AND FLATT

PLEASE PRINT

NAME (PLEASE PRINT)	ADDRESS (PLEASE PRINT)	POSTAL CODE	SIGNATURE	PHONE #
MARIA DOESBUE	27 FLATT AVE	L8P 4M9	Maria Doesbue	722-2969
GERARD FARELL	12 FLATT AVE	L8P 4N1	Gerard Farrell	529-3643
CHRISTEL FARELL	12 FLATT AVE	L8P 4N1	Christel Farrell	529-3643
RAYMOND McNEIL	43 FLATT AVE	L8P 4M9	Raymond McNeil	525-6761
JENNIFER MASON	43 FLATT AVE.	L8P 4M9	Jennifer Mason	525-6761
ZOB DOBBS	39 FLATT AVE	L8P 4M9	Zob Dobbs	523-9977
CECILIA McLEODSON	16 FLATT AVE	L8P 4N1	Cecilia McLeodson	522-3005
DOUGIE McLEODSON	16 FLATT AVE	L8P 4N1	Dougie McLeodson	523-3005
Claret Renaud	56 FLATT AVE	L8P 4N3	Claret Renaud	
V. Renaud	56 FLATT	L8P 4N3	V. Renaud	
BROCK DUNSMITH	123 FLATT AVE	L8P 4M2	Brock Dunsmith	577-9054
Michael Renaud	56 FLATT	L8P 4N3	Michael Renaud	523-3005
Michael Oude	51 FLATT	Corner Renaud - Dangerous intersection	Michael Oude	523-3005
JENNIFER HANLEY	47 FLATT	L8P 4M9	Jennifer Hanley	523-3005



CITY OF HAMILTON

PETITION

CITY COUNCIL,
HAMILTON, CANADA

WE, THE UNDERSIGNED RESIDENTS RESPECTFULLY REQUEST THE
REASON FOR PETITION: _____

IMPLEMENTATION OF A FOUR-WAY STOP AT THE CORNER OF GLENSIDE AND FLATT

PLEASE PRINT

NAME (PLEASE PRINT)

ADDRESS (PLEASE PRINT)

POSTAL CODE

SIGNATURE

PHONE #

Maen, Thavethy

310 Fleet Ave

[Signature]

505 5501

1(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 16

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. C. Firth-Eagland
Acting Director of Public Works

SUBJECT: Trial Closure of Mead Avenue

RECOMMENDATION:

That City Council enact the attached By-law to authorize the closure of Mead Avenue at a point approximately 757 feet east of the eastern limit of Parkdale Avenue for a period of one year commencing September 15, 1994.

C. Firth-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The closure of Mead Avenue was approved by City Council on June 28, 1994, in adopting Item 6 of the 9th Report of the Transport and Environment Committee. The proposed closure has been advertised for four consecutive weeks in The Spectator as required by Section 300 of the Municipal Act.

RPM:~
RPM:jh
Attch.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO CLOSE A PORTION OF MEAD AVENUE
FOR A ONE YEAR PERIOD**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway; **AND WHEREAS** this portion of highway known as Mead Avenue is a local road under the jurisdiction of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 6 of the 9th Report of the Transport and Environment Committee on June 28, 1994, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to close for a one year period a portion of Mead Avenue as hereinafter described for the purpose of erecting thereon a vehicular barrier to prohibit through traffic during the one year period;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said closure has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton: **AND WHEREAS** the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the following described portion of Mead Avenue be closed, stopped up and retained by The Corporation of the City of Hamilton for a period of one year commencing on September 15, 1994 or the date of registration of this bylaw on title to Mead Avenue, whichever is later.

That portion of Mead Avenue, as established by City of Hamilton By-law No. 6752, a parcel of land comprised of the full width of Mead Avenue for a perpendicular distance of six feet (6'). The west limit of the said parcel commences at a point distant seven hundred and fifty-seven feet (757') east of the eastern limit of Parkdale Avenue (Road Allowance between Lots 32 & 33), and being part of Lot 32, Broken Front Concession, geographic township of Saltfleet, City of Hamilton, Regional Municipality of Hamilton-Wentworth.

2. That the said closure and stopping up be limited to the surface of the said portion of Mead Avenue and not include nor affect the below grade soil and freehold of the said portion of the highway, which shall remain an open highway for use by utilities located below grade.

3. That the Director of Public Works be hereby authorized to close the said portion of Mead Avenue in accordance with the terms of this By-law.

PASSED this day of , 1994.

CITY CLERK

MAYOR

675 Brighton Avenue
Hamilton, Ontario L8H6H3
August 10, 1994
(544-8496)

K. Christenson
Secty - Transport & Environment Committee
City Clerk Dept.
71 Main St. W.
Hamilton, Ont L8N3T4

Gentlemen:

We would like to advise that we are 100% in favour of the closure of Broad Avenue west of Brighton Ave.

Since the opening of the Tim Horton donut store on Parkdale Avenue, Brighton Avenue has become a shortcut for truckers to get to and from the place. There are heavy tractor/trailer pulling coiled steel, flat steel, pipe - sometimes with a pump - tankers, stokes, dumps - you name it - travelling the street daily. We hear them during the night - 3:30 AM - 4:30 AM - 11:30 PM - as well as during the day when there is a steady parade. There are two standard responses when we walk into the street to stop a unit, or block the street with our car - they're "making a delivery" (coiled steel - gasoline tankers???) on this residential street???) or - the third finger salute. The other night a dead heading tractor going south on Brighton had to stop for a 4 year old dozing across the street.

This closure hopefully will prevent damage to

(2)

the street and our property, as well as,
heaven forbid - serious injury or even
death from one of the huge units traversing
this street which is all residential.

For your information.

Albert + Mary Christos

P.S. - As I write this at 4:00 PM, a tractor
and enclosed trailer sped (going very fast)
~~west~~ north on Brighton and west on How.

P.P.S. - As a long time resident and fully knowledgeable
of the "muck + cronies" of the area, I would
like to attend your meeting to have the opportunity
to respond to any objections to the closure.



LOCAL 1005 — Community Homes Inc.

1(c)

July 15, 1994 JUL 18 1994

Secretary
Transport and Environment Committee
City Hall
71 Main Street West
HAMILTON, Ontario
L8P 1H4

Dear Members of the Transport and Environment Committee:

Again I am writing on behalf of the tenants of 595 Rymal Road East, a community of 75 Townhouses on the north side of Rymal Rd. between Upper Wentworth and Upper Sherman Avenues. The purpose of this letter is to appeal to the Transportation Committee to reconsider the decision not to extend bus service to 595 Rymal Rd. East.

Presently there is **No Bus Service** to this section of Rymal Rd., and our tenants including children and elderly must walk west along the unpaved shoulder of Highway 53 (Rymal Rd.) and down Wentworth St. to the bus stop. The other alternative is to walk east along the unpaved shoulder of Highway 53 (Rymal Rd) to Upper Sherman and walk north on Upper Sherman Ave and along Acadia Drive to the bus stop. Both distances are approximately one kilometer to a bus stop from 595 Rymal Rd. East.

We have shift workers, many of them women who **must** walk the described routes in darkness and inclement weather. I feel it is unreasonable to expect tenants and their visitors, women, children, the elderly, and disabled to walk along an unpaved shoulder of a highway in darkness, when a simple extension of present bus routes could be activated to service this new development, of three hundred citizens at 595 Rymal Rd. E.

The traffic on Rymal Rd. is to say the least horrendous, and we **do not want to wait until an accident or incident occurs before** the issue of bus transportation for the residents at 595 Rymal Rd. East is reconsidered.

I am enclosing photographs of the route our tenants must travel to obtain bus service, it's not a walk, it's a hike.

I invite the Transportation Committee to come up to take a look and hike the route personally before reaching a decision. With the development that's taking place along Rymal Rd. from the eastern to the western city limits, it's time to consider and act on a Rymal Road bus route

July 15, 1994

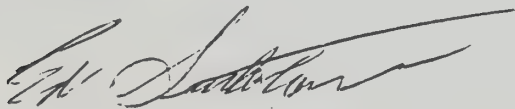
connecting with all the major bus service routes servicing the south mountain.

Presently we would be happy with an extension of the present services to include a bus stop at 595 Rymal Rd. E., Hamilton. As Property Manager of this project, I cannot over-emphasize the concern our tenants have over the lack of bus service.

In seeking any help or further information in respect to this Appeal, please feel free to call me at 388-1772, or drop by the office at 595 Rymal Rd. E.

I will be happy to see you and discuss our concerns.

Yours truly



Ed Sutherland
Property Manager

c.c. Alderman Terry Anderson
Alderman H. Merling, Chairman
Alderman V.J. Agro, Vice-Chairman
Mayor R.M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

3.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 12
T119-1513H L. Ryan

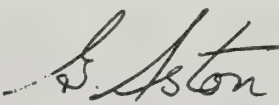
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Melvin Avenue Bridge Rehabilitation (R-94-71)

RECOMMENDATION:

- a) That the Committee provide direction to Staff with regards to the following:
- i) Rehabilitate the south side pedestrian walkway on the Melvin Avenue Bridge at an estimated cost of \$30,000; or,
 - ii) Restrict the portion of Melvin Avenue between Pottruff Road North and the residential area west of the Melvin Avenue Bridge to pedestrians and eastbound traffic only (no left turn from Pottruff Road North to Melvin Avenue);


per: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The rehabilitation of the walkway portion of the Melvin Avenue Bridge is estimated at \$30,000. Funds could be allocated through City of Hamilton Account 9264418 (Bridge Maintenance). Should a permanent closure be the recommended alternative, minor on-site traffic sign alterations would be required at a minimal cost.

BACKGROUND:

A cantilevered, concrete walk provided pedestrian access on the south side of the Melvin Avenue Bridge located over the Red Hill Creek. It was discovered that the steel supports for the sidewalk had rusted to an extent that the sidewalk had become unsafe. A temporary decision was made to maintain pedestrian access across the Red Hill Creek utilizing the eastbound (south) vehicular lane of the bridge. A combination of barricades and traffic signing has provided a safe pedestrian area by shifting eastbound traffic into the westbound (north) lane. The northbound to westbound left turn at

Cont'd...

Melvin Avenue Bridge Rehabilitation

Cont'd...

Pottruff Road North to Melvin Avenue is now prohibited, thereby eliminating all westbound traffic on this portion of Melvin Avenue.

The present operations, as stated, were temporary measures until the determination of cost, and uncertainty of the Red Hill Creek Expressway alignment could be reviewed. The City of Hamilton Traffic Department has reviewed the closure to determine the effects on the adjacent Kentley Neighbourhood. The ratio of eastbound/westbound 24 hour traffic before the closure was 4:1 (4650 EB and 1200 WB). Thus the initial decision was made to maintain the eastbound movement. The northbound left turn prohibition from Pottruff Road North to Melvin Avenue has had a slight impact on the Kentley Neighbourhood, however there are other routes available for motorists wishing to head west, primarily Nash Road and Barton Street. Although the Traffic Department would prefer full vehicle access on Melvin Avenue, a westbound closure is not unacceptable.

Rehabilitation of the walkway portion of the bridge would require \$30,000 and involve the installation of new support beams with a preformed metal grate sidewalk. Staff is considering an elevated walkway of this construction to allow snow to melt through, thereby eliminating the need for snow removal.

The fate of the Red Hill Creek Alignment is still uncertain; however it would appear construction is at least four years away. Once the valley portion of the Expressway is operational, the Melvin Avenue Bridge will be removed, eliminating all vehicular access just east of Talbot Street to Pottruff Road North.

Therefore, staff is seeking direction in the expenditure of funds to repair the bridge to full operational status for a period of four years, or in the maintenance of the current prohibited westbound vehicle flow on Melvin Avenue between Pottruff Road North and the residential area at Talbot Street.

2:lr

cc: M. Main, Director of Traffic Services
J. Hudoba, Manager of Structures
G. Campbell, Maintenance Superintendent

CITY OF HAMILTON
- RECOMMENDATION -

4(a)

DATE: 1994 August 10

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. C. Firth-Eagland
Acting Director of Public Works

SUBJECT:

Ministry of Transportation request for Noise By-law exemption - Contract #20-94-625 and Contract #20-94-629. Selective resurfacing on the QEW and Highway 403.

RECOMMENDATION:

That the request submitted by the Ministry of Transportation, for an exemption from Noise By-law No. 79-292, be approved.

C. Firth-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Ministry of Transportation (MTO) has submitted a request for exemption from the City of Hamilton Noise Control By-law No. 79-292. The specific request is for milling and resurfacing localized sections of the QEW and Highway 403. Construction is planned to commence in the Spring of 1994 and should be completed by November, 1994.

Night work during the duration of construction involves activities such as placement of temporary concrete traffic barriers and pavement rehabilitation operations.

The construction activities include the use of asphalt spreaders, surface planers, trucks, rollers, concrete mix trucks, etc.

In the past, the City of Hamilton has granted approvals to the MTO for similar construction activities. The City of Hamilton Noise Control Office has not received any noise complaints in the past and therefore recommends that approval for this exemption be granted.

Please find attached a schedule of all construction areas.

FW:mf
Attch.

HIGHWAY	LOCATION	LENGTH (m)
2 WB	Driving lane at Dunmark Rd., westbound	75
5	Rock Chapel Rd. over creek both directions	100
6	Mountberg Rd. Southerly to Hydro Tower #95 (Freelton) both directions	1400
6	Millgrove Rd. southerly to (greenhouse) both directions	3650
6	Conc 4 West Flam. southerly (Poultry Farm to patch) both directions	200
6	Parkside Drive, southerly - travel sign to Fruit stand - both direction & SB left turn lane	300
6	Clap's CRs, southerly Old York Road, down hill southbound passing lane	400
6	Plains Rd., southerly RR bridge through lights, southbound passing lane	200
52	0.3 km north of Hwy 2, both lanes, 1.7 km northerly both directions	200
52	Powerline Rd., both lanes, 1.7 km northerly both directions	300
52	Mineral Spring Rd., both lanes, 5.0 km both directions	200
53	Trinity church Rd., eastbound 0.6 km at Upper Mount Albion Rd., both directions	200
53	Fletcher Rd., eastbound both directions	200
53	2nd road West, eastbound, West of intersection, both directions	200
QEW EB	Burlington St. ramp, on top end of N-W ramp, both ramp lanes	50
403 EB	Cascades to 50m west of Hamilton Population sign, driving and passing lane	600
403 EB	East of T.H. & B Bridge, Driving lane eastbound	200
403 WB	West of T.H. & B Bridge (Railway), westbound	350
403 WB	Driving lane opposite 3' security, westbound fence, E. of T.H. & B Bridge	350
403 WB	York Street off-ramp (2 lane, 5.0 metre ramp)	50
403 WB	West of Longwood Rd. Structure	100
403 WB	Aberdeen cutoff, 100 m east of bullnose	100
403 EB	King Street structure to bullnose	150
403 EB	York Street ramp onto 403 (5.0 metres wide)	400
403 EB	York on-ramp to Old Guelph Road	500

4(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 15

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. C. Firth-Eagland
Acting Director of Public Works

SUBJECT: Rental of Labour and Equipment for
Snow Removal - 1994/95 - 1995/96 - 1996/97

RECOMMENDATION:

1. That purchase orders be issued to April 30, 1997, for the rental of labour and equipment for snow removal, in accordance with the specifications issued by the Manager of Purchasing and Vendor's tenders, as attached, and that this expenditure be financed through the Hired Equipment Clearing Account No. CH56602 60999.

C. Firth-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

At its meeting held on April 26, 1994, City Council approved the tendering of contractor operated equipment for civic winter operations on a specified fee basis. Our existing practice has been that of specifying all relevant terms and conditions and allowing the bidder to set the hourly rental fee for the provision of their equipment and labour to operate the equipment.

Under the specified fee format, in addition to the relevant terms and conditions, a ceiling cap was established for each type of equipment required. Bidders were allowed to set the hourly rental fee up to the ceiling cap. Bids over the cap are disqualified.

The ceiling cap was achieved by calculating a weighted average cost for all equipment types based upon the rates paid under the last tender. A 5% reduction was then applied to the weighted average to establish the ceiling.

This format for tendering contractor operated equipment has proven successful because the response to the tender call resulted in more than the required numbers of each type of equipment being available at an overall cost in excess of 5% lower than last years prices.

Based upon the total dollars spent for contractor operated equipment for snow removal in Hamilton on City and Regional roads for the winter of 1993/94, a savings of \$157,498.00 would be realized.

BACKGROUND:

The City of Hamilton employs a fleet of contractor owned and operated equipment in order to undertake the snow removal operations on City and Regional roads. There are many types of equipment required to complete the snow removal.

These types of equipment include graders, graders with wing plows, 4-wheel drive trucks with plows, bobcats, backhoes, articulating loaders, tractor mounted blowers, tandem and tri-axel dump trucks.

The new format for tendering this equipment has reduced overall costs for the equipment by 5% from the last tender and has reduced the dramatic range in rental fees for similar equipment. In this fashion, all approved equipment operators will be treated evenly with respect to the availability of work.

The City of Hamilton "winter operations" is a significant component of the Public Works Department's area of responsibility and budget. It is important that a perspective of continuous improvement be taken when various aspects of the operation enter a stage which facilitates review.

CFE/jdh
Attach.

GRADERS ONLY

Name	Type	Rates	
		94-95	95-96
Adair Equipment	Cat 69	\$132.00	\$136.00
	Cat 65		\$140.00
J. Chastney	Champion 67	\$132.00	\$136.00
	Champion 70		\$140.00
Danbill Equipment	(a) Champion	\$132.00	\$136.00
	(b) Champion	\$132.00	\$136.00
	(c) Champion	\$132.00	\$136.00
	(d) Champion	\$132.00	\$136.00
	(e) Wabco	\$132.00	\$136.00
	(f) Wabco	\$132.00	\$136.00
	(g) Champion	\$132.00	\$136.00
	(h) Cat 12-70	\$132.00	\$136.00
	(i) Champion	\$132.00	\$136.00
G.F. Mason Excavating Ltd.	Gallion 1976	\$132.00	\$136.00
Spar-Con. Construction Ltd.	Champion 600-1973	\$132.00	\$136.00
JDR. Tools & Equipment	JD 770 B.H.	\$132.00	\$136.00
Dig It Construction	Champion 562	\$132.00	\$136.00
	Champion 562	\$132.00	\$136.00
	Champion 600	\$132.00	\$136.00
	Champion 600	\$132.00	\$136.00
Bill Price Grader Rentals	Cat 1406	\$132.00	\$136.00
	Cat 120 G	\$132.00	\$136.00
	Cat 120	\$132.00	\$136.00
	Cat 120	\$132.00	\$136.00
	Cat 12 F	\$132.00	\$136.00
Tim Lipsitt	Champion 715	\$132.00	\$136.00
			\$140.00

GRADERS ONLY

<u>Name</u>	<u>Type</u>	<u>Rates</u>	
		94-95	95-96 96-97
All Around Contracting Inc.	Champion 740	\$132.00	\$136.00 \$140.00
Rioux Excavating	Gallion	\$132.00	\$136.00 \$140.00
G. Mason Construction	Champion 562	\$132.00	\$136.00 \$140.00
Workman Excavating	MT. 1805	\$132.00	\$136.00 \$140.00
	MT. 1805	\$132.00	\$136.00 \$140.00
Groves Ltd.	Champion D600	\$132.00	\$136.00 \$140.00
King Paving & Mat	Champion 1705	\$120.00	\$124.00 \$128.00
	Wabco 1708	\$120.00	\$124.00 \$128.00
	Wabco 1709	\$120.00	\$124.00 \$128.00
N.R.G.	Wabco 440	\$130.00	\$134.00 \$138.00
Blacktop Enterprises Ltd.	Cat 12 E	\$132.00	\$136.00 \$140.00
	Cat 12 E	\$132.00	\$136.00 \$140.00

ARTICULATING LOADERS

<u>Name</u>	<u>Type</u>	<u>Rates</u>		
		94-95	95-96	96-97
J. Chastney	Clark 80	\$ 98.00	\$101.00	\$104.00
	Clark - Blade 80	\$107.00	\$110.00	\$113.00
Danbill Equipment	Case. W. 1986 - 4 cuyd.	\$ 98.00	\$101.00	\$104.00
	Case. W. 1986 - 4 cuyd. Blade	\$107.00	\$110.00	\$113.00
Tri-R. Trucking	Case 621 1989 - 4yd.	\$ 98.00	\$101.00	\$104.00
	Romatsu. WA 180 1990 - 4yd.	\$ 98.00	\$101.00	\$104.00
Nutri-Turf Inc.	Michigan 125A - 4yd.	\$ 75.00	\$ 78.00	\$ 82.00
	Hough 120 - 6yd.	\$ 75.00	\$ 78.00	\$ 82.00
G.F. Mason Excavating Ltd.	Terex 72.31 1984 - 4yd.	\$ 98.00	\$101.00	\$104.00
	Terex 72.51 1981 - 5yd.	\$ 98.00	\$101.00	\$104.00
JDR. Tools & Equipment	JD 644E - 5 cuyd.	\$ 98.00	\$101.00	\$104.00
L.M. Enterprises	John Deer 544 1989 - 3 yd.	\$ 98.00	\$101.00	\$104.00
E. Woytkiw Haulage	JD 444 - 4cuyd.	\$ 98.00	\$101.00	\$104.00
	JD 624 - 4cuyd.	\$ 98.00	\$101.00	\$104.00
	JD 544 - 4cuyd.	\$ 98.00	\$101.00	\$104.00
	Cat 950 - cuyd.	\$ 98.00	\$101.00	\$104.00
	JD 444 - Blade	\$107.00	\$110.00	\$113.00
	JD 624 - Blade	\$107.00	\$110.00	\$113.00
Cardi Construction	Cat 950E - 4yd.	\$ 98.00	\$101.00	\$104.00
Cardeen Construction	Cat IT28B - 4cuyd.	\$ 98.00	\$101.00	\$104.00
	Cat IT28B - 4cuyd.	\$ 98.00	\$101.00	\$104.00
Ottavio Ciccarelli & Son	Catapillar IT 18 - 3 1/2cuyd.	\$ 98.00	\$101.00	\$104.00
	Catapillar IT 28 - 4cuyd.	\$ 98.00	\$101.00	\$104.00
	Catapillar IT 28 - 10' Blade	\$107.00	\$110.00	\$113.00

ARTICULATING LOADERS

Page 2

Name

Type

Rates

94-95 95-96 96-97

Rioux Excavating

Hough - 4cuyd.

\$ 98.00 \$101.00 \$104.00

G. Mason Construction

Clark B 275

\$ 98.00 \$101.00 \$104.00

DOZER - D7 OR EQUIVALENT

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>94-95</u>	<u>Rates</u> <u>95-96</u>	<u>96-97</u>
Danbill Equipment Rentals	58 Robson Crescent, Hamilton 388-9817	Cat D7 Cat D7 Cat D8	\$80.96 \$80.96 \$80.96	\$83.98 \$83.98 \$83.98	\$86.98 \$86.98 \$86.98
G.F. Mason Excavating Ltd.	19 Leslie, Stoney Creek 662-8446, 662-8466, 561-0165	Terex 82.20 Terex 82.20	\$80.00 \$80.00	\$86.00 \$86.00	\$89.00 \$89.00
JDR Tools & Equipment	495 Arvin Avenue, Stoney Creek 662-7064, 662-5766	JD 550	\$74.00	\$77.00	\$80.00
Nelson Excavating Co. Ltd.	150 Brockley Drive, Stoney Creek 561-1226, 561-1263	Komatsu D65	\$80.00	\$84.00	\$88.00
Cormar Contracting Ltd.	624 Arvin Avenue, Stoney Creek 643-9110, 634-9113	Liebherr 631	\$79.00	\$82.00	\$86.00
N.R.G.	98 Chipman Street, Cambridge (416) 605-7502, (519) 658-8199	Cat D7	\$80.00	\$84.00	\$88.00

4 X 4 PUSHERS

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>Rates</u> 95-96	94-95	96-97
Nutri-Turf Inc.	658 Concession 5, Millgrove (905) 689-4654, (950) 684-0504	Chev. 2500 - 8' Blade Ford F350 - 9'6" Blade	\$41.00 \$41.00	\$39.00 \$39.00	\$43.00 \$43.00
Green Mountain Property Maintenance	34 Arbutus Crescent, Stoney Creek, 560-4002	Ford 250 - 8'	\$46.00	\$46.00	\$46.00
Keldi Enterprise	8526 Airport Road, Mount Hope 679-3186, 679-0903	GMC - 7 1/2' Ford - 8' Blaser - 7' Chev. - 7 1/2' Ford - 7' Chev. - 7'	\$49.00 \$49.00 \$49.00 \$49.00 \$49.00 \$49.00	\$47.00 \$47.00 \$47.00 \$47.00 \$47.00 \$47.00	\$51.00 \$51.00 \$51.00 \$51.00 \$51.00 \$51.00
Digmor Excavating	120 Second Road West, Stoney Creek, 578-9988	Ford 250 - 8' Blade	\$47.00	\$45.00	\$49.00
CLM Heavy Equipment Rentals	3417 Hwy. 6, Mount Hope 679-1074	Ford F150 - 7 1/2' Toyota X Cab - 7 1/2' Chev. 3/4 ton - 7 1/2'	\$45.00 \$47.00 \$47.00	\$44.00 \$46.00 \$46.00	\$46.00 \$48.00 \$48.00
Sunrise Deck Fence Landscape	6 Pinetree Court, Dundas 628-1944	GMC 3500 - 9' GMC 3500 - 9'	\$47.00 \$47.00	\$45.00 \$45.00	\$49.00 \$49.00
The Outdoor Work Ltd.	198 Barton Street West, Hamilton 570-0188, 527-5634	Ford 450 - 9' Ford 350 - 9' Ford 250 - 8' GMC 1500 - 7 1/2' GMC 1500 - 7 1/2' Bronco - 7 1/2'	\$46.00 \$46.00 \$46.00 \$46.00 \$46.00 \$46.00	\$44.00 \$44.00 \$44.00 \$44.00 \$44.00 \$44.00	\$48.00 \$48.00 \$48.00 \$48.00 \$48.00 \$48.00
L. Palvolgyi General Contracting	269 Mud Street East, Stoney Creek, 662-6296	GMC - 7 1/2'	\$46.00	\$44.00	\$48.00

SIDEWALK EQUIPMENT - BOBCAT/BOMBADIERS

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>94-95</u>	<u>Rates</u> <u>95-96</u>	<u>96-97</u>
E. Woytkiw Haulage	2227 Rymal Road East, Stoney Creek, 575-4100, 578-9917	(3) Bobcats - 54" to 60"	\$48.00ea	\$50.00	\$52.00
Digmor Excavating Ltd.	120 Second Road West, Stoney Creek, 578-9988	Bobcat 743 - 5' Blade	\$46.00	\$48.00	\$50.00
CLM Heavy Equipment Rentals	3417 Hwy. 6, Mount Hope 679-1074	New Holland 455 - 4' New Holland 455 - 4' New Holland 455 - 4'	\$44.00 \$44.00 \$44.00	\$46.00 \$46.00 \$46.00	\$48.00 \$48.00 \$48.00
Sunrise Deck Fence Landscape	6 Pinetree Court 628-1944	Bobcat 743 - 5'	\$46.00	\$48.00	\$50.00
The Outdoor Works Ltd.	198 Barton Street West 570-0188, 527-5634	Gehl. 5625 - 5' Case 1428 - 4' Bobcat 743 - 5' Bobcat 743 - 5' Bobcat 743 - 5' Bobcat 743 - 5'	\$44.00 \$44.00 \$44.00 \$44.00 \$44.00 \$44.00	\$46.00 \$46.00 \$46.00 \$46.00 \$46.00 \$46.00	\$48.00 \$48.00 \$48.00 \$48.00 \$48.00 \$48.00
L. Palvoyley General Contracting	269 Mud Street East, Stoney Creek, 662-6296	Bobcat 743 - 6'	\$45.00	\$47.00	\$49.00
B. Spears Excavating	161 Allenby Avenue, Hamilton 575-4240	Case 1845 - 5'	\$48.00	\$50.00	\$52.00
Niagara Custom Built Homes	77 Adriatic Blvd., Stoney Creek 643-6606	Thomas 133 - 5'	\$40.00	\$40.00	\$40.00
Danbill Equipment Rentals	58 Robson Crescent, Hamilton 388-9817	Bobcat - 5'	\$48.00	\$50.00	\$52.00

SIDEWALK EQUIPMENT - BOBCAT/BOMBADIERS

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<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>Rates</u> 94-95 95-96 96-97
Tri-R Trucking	66 Canterbury, Stoney Creek 541-3980, 548-6223	Bobcat 843 - 60" Bobcat 843 - 60"	\$48.00 \$50.00 \$52.00 \$48.00 \$50.00 \$52.00
Nutri-Turf Inc.	658 Concession 5, Millgrove 689-4654, 689-0504	Gehl. 5625 (72" - 6')	\$45.00 \$47.00 \$49.00
JDR Tools & Equipment	495 Arvin Avenue, Stoney Creek 662-7064, 662-5366	Bobcat 743 - 5' Thomas BIC - 5' Prime Mover - 5'	\$46.99 \$48.99 \$50.99 \$46.99 \$48.99 \$50.99 \$46.99 \$48.99 \$50.99
Sunset Landscape Const. Ltd.	457 Hwy. #1, RR#1 Dundas 648-8807, 648-5517	Bobcat 743 - 5' Bobcat 7775 - 5'6" Bobcat 7753 - 5'6"	\$48.00 \$50.00 \$52.00 \$48.00 \$50.00 \$52.00 \$48.00 \$50.00 \$52.00
Cormar Contracting Ltd.	624 Arvin Avenue, Stoney Creek 643-9110, 634-9113	Case 1840 - 54" Blade	\$47.00 \$49.00 \$51.00
Cardi Construction	24 Garden Avenue, Stoney Creek 560-3122, 560-5803	Bobcat 743 - 1/2cuyd. bucket Bobcat 743 - 1/2cuyd. bucket	\$48.00 \$50.00 \$52.00 \$48.00 \$50.00 \$52.00
RCM Contracting	54 Pleasant Avenue, Hamilton 389-6101	New Holland L455 - 4' New Holland L455 - 4'	\$46.00 \$48.00 \$50.00 \$46.00 \$48.00 \$50.00
Workman Excavating	849 Butter Road West, Ancaster 648-5521	Thomas - 4 1/2' Bombadier - 4'	\$48.00 \$50.00 \$52.00 \$61.00 \$63.00 \$65.00
Keldi Enterprises	8526 Airport Road, Mount Hope 679-3186, 679-0903	Case 1845 - 5' Bobcat 7753 - 5' Case 1845 - 5' Case 1845 - 5'	\$48.00 \$50.00 \$52.00 \$48.00 \$50.00 \$52.00 \$48.00 \$50.00 \$52.00 \$48.00 \$50.00 \$52.00

SIDEWALK EQUIPMENT - TRACTOR-MOUNTED SNOW BLOWERS

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>94-95</u>	<u>Rates 95-96</u>	<u>96-97</u>
Workman Excavating	849 Butter Road West, Ancaster 648-5521	11H 1086 (130hp) Case 1H 2294 (130 hp) MF 1135 (130 hp)	\$95.00 \$95.00 \$95.00	\$98.00 \$98.00 \$98.00	\$101.00 \$101.00 \$101.00
Danbill Equipment Rentals	58 Robson Crescent, Hamilton 388-9817	John Deer - 40	\$95.00	\$98.00	\$101.00

SIDEWALK EQUIPMENT - BOBCAT WITH BLOWER

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>94-95</u>	<u>Rates 95-96</u>	<u>96-97</u>
Crescan Landscaping Contracting	Mount Hope 679-1100, 679-0353	Bobcat 753 (25 hp)	\$53.00	\$54.50	\$54.75
Bill Price Grader Rentals	2920 South Grimsby Road, Smithville, 957-0410, 541-0498	Thomas 233HD (60hp)	\$53.00	\$55.00	\$55.00

TRUCKS - TANDEM - TRIAXLE

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>Rates</u>		
			94-95	95-96	96-97
Mountainview Excavating	908 Ridge Road East, Stoney Creek, 643-3612, 643-1154	GMC Brigadere - 18cuyd. MAC RB 6885 - 18-20cuyd. MAC 24-2C cuyd.	\$43.00 \$43.00 \$48.00	\$45.00 \$45.00 \$50.00	\$47.00 \$47.00 \$52.00
10022538 Ontario Ltd. c/o Jasen Enterprises	65 Morley, Hamilton 545-4500, 545-4501	MAC - 18cuyd. MAC - 18cuyd. INT/H. - 18cuyd.	\$43.00 \$43.00 \$43.00	\$45.00 \$45.00 \$45.00	\$47.00 \$47.00 \$47.00
Ottavio Ciccarella & Son	807-53 Hwy., Ancaster 648-9677, 648-5178	MAC 686DM - 18cuyd. International - 18cuyd. International - 18cuyd. MAC C5300P - 12cuyd.	\$43.00 \$43.00 \$43.00 \$40.00	\$45.00 \$45.00 \$45.00 \$41.00	\$47.00 \$47.00 \$47.00 \$42.00
Dennis Walters Trucking	4069-21st Street, RR#1 Jordan 562-3222	1 HC - 18cuyd. (+7%) 1 HC - 18cuyd. (+7%) INTNSS - 22cuyd. (+7%) INTNSF2 - 22cuyd. (+7%)	\$40.00 \$40.00 \$45.00 \$45.00	\$42.00 \$42.00 \$48.00 \$48.00	\$45.00 \$45.00 \$50.00 \$50.00
Digmor Excavating Ltd.	120 Second Road West, Stoney Creek, 578-9988	Western Star-18cuyd. (+7%) Western Star-18cuyd. (+7%)	\$42.00 \$42.00	\$44.00 \$44.00	\$46.00 \$46.00
Budacki Trucking	3387 Townline, Grassie 643-2342	Ford LTD 9000 - 18cuyd.	\$41.00	\$43.00	\$45.00
F & S Excavating Ltd.	9 Tamarack Place, Stoney Creek 577-1649	MAC DM - 18cuyd. MAC DM - 18cuyd. Ford 8000 - 18cuyd. MAC - 18cuyd. MAC - 18cuyd. Ford - 18cuyd.	\$42.95 \$42.95 \$42.95 \$42.95 \$42.95 \$42.95	\$44.95 \$44.95 \$44.95 \$44.95 \$44.95 \$44.95	\$46.95 \$46.95 \$46.95 \$46.95 \$46.95 \$46.95

TRUCKS - TANDEM - TRIAXLE

Page 2

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>Rates</u>	
			94-95	95-96
A. Greco	643-0151	Ford 9000 - 18cuyd. Ford 9000 - 18cuyd. Ford 9000 - 18cuyd.	\$43.00 \$43.00 \$43.00	\$45.00 \$45.00 \$45.00
Angel Excavating	420 Hwy. #8, Stoney Creek 664-2191	Ford LTS - 16cuyd.	\$43.00	\$45.00
G. Mason Construction	8 Lakeshore Road, Stoney Creek 643-4220, 643-9513	Western Star - 18cuyd. Western Star - 18cuyd.	\$43.00 \$43.00	\$45.00 \$45.00
Battlefield Bobcat Service	367 Hemlock Avenue, Stoney Creek 662-3360, 662-8015	Ford 9000 - 18cuyd.	\$43.00	\$45.00
Bill Wilcockson Trenching	182 East 19th Street, Hamilton 383-7372			
Battaglia Construction	1650 Upper Ottawa, Hamilton 388-2760, 575-0842	GMC - 18cuyd.	\$43.00	\$45.00
Mollisan Construction	40 Hildegard Drive, Hamilton 561-0352	Ford 8000 - 14cuyd.	\$43.00	\$45.00
Roma Construction	2 Hewitson, Stoney Creek 643-4487	Ford - 16cuyd. Ford - 16cuyd. Ford - 18cuyd.	\$43.00 \$43.00 \$43.00	\$45.00 \$45.00 \$45.00
Tony & Paul Concrete	6 Hewitson, Stoney Creek 643-1735	Chev. - 18cuyd. Ford - 18cuyd.	\$43.00 \$43.00	\$45.00 \$45.00
Tri-R. Trucking	66 Canterbury, Stoney Creek 541-3980, 548-6223	Ford 8000 - 18cuyd. Ford 8000 - 18cuyd. International 1900 - 18cuyd. GMC J8 - 18cuyd. Ford 9000 - 18cuyd.	\$43.00 \$43.00 \$43.00 \$43.00 \$43.00	\$45.00 \$45.00 \$45.00 \$45.00 \$45.00

Name	Address	TRUCKS - TANDEM - TRIAXLE		Rates	Page
		Type			
Tri-R. Trucking cont'd...				94-95	96-97
		Ford 8000 - 18cuyd.		\$43.00	\$47.00
		MAC 6865 - 18cuyd.		\$43.00	\$47.00
		Ford 9000 - 18cuyd.		\$43.00	\$47.00
		Ford 8000 - 18cuyd.		\$43.00	\$47.00
G. F. Mason Excavating Ltd.	19 Leslie Drive, Stoney Creek 662-8446, 561-0165, 662-8466	Ford 8000 - 18cuyd.		\$43.00	\$47.00
		Ford 8000 - 18cuyd.		\$43.00	\$47.00
JDR. Tools & Equipment	495 Arvin Avenue, Stoney Creek 662-7064, 662-5366	Ford - 16cuyd.		\$43.00	\$47.00
		Ford - 16cuyd.		\$43.00	\$47.00
		Ford - 16cuyd.		\$43.00	\$47.00
		Ford - 16cuyd.		\$43.00	\$47.00
		Auto Car - 20cuyd.		\$48.00	\$52.00
L.M. Enterprises	27 Crooks Street, Hamilton 572-9655, 575-5259	MACK DM - 18cuyd.		\$43.00	\$47.00
		MACK DM - 18cuyd.		\$43.00	\$47.00
		MACK DM - 18cuyd.		\$43.00	\$47.00
		Ford L8000 - 18cuyd.		\$43.00	\$47.00
		Ford L8000 - 18cuyd.		\$43.00	\$47.00
		Ford L8000 - 18cuyd.		\$43.00	\$47.00
		Ford L8000 - 18cuyd.		\$43.00	\$47.00
Tim Lipsitt Excavating	467 Maple Avenue, Grimsby 945-7727	International 2600		\$43.00	\$47.00
Cormar Construction	624 Arvin Avenue, Stoney Creek 643-9110, 634-9113	International 1954 - 16cuyd.		\$43.00	\$47.00
		International 1954 - 16cuyd.		\$43.00	\$47.00
		MACK DM 600 - 16cuyd.		\$43.00	\$47.00
		International Paymaster -20cuyd.		\$48.00	\$52.00

TRUCKS - TANDEM - TRIAXLE

Name	Address	Type	Rates		
			94-95	95-96	96-97
Cardi Construction Ltd.	24 Garden Avenue, Stoney Creek 560-3122, 560-5803	MACK 600 - 18cuyd.	\$43.00	\$45.00	\$47.00
		MACK 600 - 18cuyd.	\$43.00	\$45.00	\$47.00
		MACK 600 - 18cuyd.	\$43.00	\$45.00	\$47.00
		MACK 600 - 18cuyd.	\$43.00	\$45.00	\$47.00
		MACK 600 - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford Col. - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford Col. - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford Col. - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford Col. - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford Col. - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford Col. - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford Col. - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford Col. - 18cuyd.	\$43.00	\$45.00	\$47.00
Sannio Construction	128 Deerpurth Road, Stoney Creek 662-4494	Ford 8000 - 18cuyd.	\$43.00	\$45.00	\$47.00
All Around Contracting Inc.	165 Sloayze Road, Hannon 692-4558, 692-9012	MACK DMM - 22cuyd.	\$43.00	\$45.00	\$47.00
		Havistar S26000 - 32-55cuyd.	\$48.00	\$50.00	\$52.00
Tomic Trucking	52 Hixon Road, Hamilton 547-1925, (mobile) 577-7817	Ford - 20cuyd.	\$40.00	\$42.00	\$44.00
Mike Smrtra	118 Main Street North, Waterdown 689-6012, (mobile) 577-5025	Ford 8000 - 18cuyd.	\$42.00	\$44.00	\$46.00
Nutrl-Turf Inc.	658 Concession 5, Millgrove 689-4654, 689-0504	Ford 8000 - 18cuyd.	\$39.00	\$40.00	\$42.00
D. Swing Trucking	4039 Hwy. #6, Mount Hope 541-3654, 541-3980	International RBT - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford 8000 - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford 8000 - 18cuyd.	\$43.00	\$45.00	\$47.00
		International 1900 - 18cuyd.	\$43.00	\$45.00	\$47.00
		GMC J8 - 18cuyd.	\$43.00	\$45.00	\$47.00
		Ford 9000 95 - 18cuyd.	\$43.00	\$45.00	\$47.00

TRUCKS - TANDEM - TRIAXLE

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<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>94-95</u>	<u>Rates</u> <u>95-96</u>	
George Nikolica	37 Abbington Drive, Hamilton 389-7859	Western Star - 18cuyd.	\$43.00	\$45.00	\$47.00
Pasinato Haulage Corp.	213 Stone Church Road West, Hamilton, 383-0141, 318-7567	20 tendered only - 16 listed all at \$43.00 for 94 to 95, some have tendered separate.			
		Bosna - MAC DM 690-18cuyd.	\$43.00	\$45.00	\$47.00
		S. Jurcic - Ford 9000-18cuyd.	\$43.00	\$45.00	\$47.00
		Molnz - Ford 8000-15cuyd.	\$43.00	\$45.00	\$47.00
		Percira - Int. 1900-18cuyd.	\$43.00	\$45.00	\$47.00
		Cooper - Ford L9000-18cuyd.	\$43.00	\$45.00	\$47.00
		Cooper - Ford L9000-18cuyd.	\$43.00	\$45.00	\$47.00
		F. Cameron - Ford 8000-18cuyd.	\$43.00	\$45.00	\$47.00
		P. Jovanovic-MACDM-14 1/2cuyd.	\$43.00	\$45.00	\$47.00
		Z. Kiperovic-MACDM-16cuyd.	\$43.00	\$45.00	\$47.00
		S. Sngh - Weststar-18cuyd.	\$43.00	\$45.00	\$47.00
		Tojo - Ford-18cuyd.	\$43.00	\$45.00	\$47.00
		G. Cordeiro-Ford 9000-16cuyd.	\$43.00	\$45.00	\$47.00
		C. Castelliano-Ford-20cuyd.	\$43.00	\$45.00	\$47.00
		Svleic-Ford 9000-18cuyd.	\$43.00	\$45.00	\$47.00
		P. Dordeyvic-Ford9000- 15 1/2cuyd.	\$43.00	\$45.00	\$47.00
		Milan - MAC DM - 18cuyd.	\$43.00	\$45.00	\$47.00
F. Camara	211 Mount Albion, Hamilton 573-1063	LTS 8000 - 18cuyd.	\$43.00	\$45.00	\$47.00
Keldi Enterprise	8526 Alrport Road, Mount Hope 679-3186, 679-0903	12 Tandem - 18cuyd. Ford - 18cuyd. Ford - 18cuyd. Ford - 18cuyd. Ford - 18cuyd. Ford - 18cuyd. Ford - 18cuyd.	\$43.00 \$43.00 \$43.00 \$43.00 \$43.00 \$43.00 \$43.00	\$45.00 \$45.00 \$45.00 \$45.00 \$45.00 \$45.00 \$45.00	\$47.00 \$47.00 \$47.00 \$47.00 \$47.00 \$47.00 \$47.00

TRUCKS - TANDEM - TRIAXLE

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<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>Rates</u>	
			94-95	95-96
Keldi Enterprise cont'd..		Volvo - 18cuyd.	\$43.00	\$45.00
		MAC - 18cuyd.	\$43.00	\$45.00
		MAC - 18cuyd.	\$43.00	\$45.00
		Ford - 18cuyd.	\$43.00	\$45.00
		Ford - 18cuyd.	\$43.00	\$45.00
E. Woytkiw Haulage	2227 Rymal Road East, Stoney Creek, 575-4100, 578-9917	10 Tandems - 18 to 20cuyd.	\$43.00ea	\$45.00
		10 Triaxles - 20 to 24cuyd.	\$48.00ea	\$50.00
Leo Stremble	802 Hwy. #97, RR#3 Pushlinch 659-7830, 541-2626	Ford L9000 - 27cuyd.	\$48.00	\$50.00
		MAC - 23cuyd.	\$48.00	\$50.00
		GM - 16 1/2cuyd.	\$43.00	\$45.00
		Ford - 17 1/2cuyd.	\$43.00	\$45.00
		Kenworth - 18cuyd.	\$43.00	\$45.00
The Outdoor Works Ltd.	198 Barton Street West, Hamilton 570-0188, 527-5634	30 tendered, only 9 listed		
		Ford - 18cuyd.	\$42.00	\$44.00
		Ford - 18cuyd.	\$42.00	\$44.00
		Ford - 18cuyd.	\$42.00	\$44.00
		Ford - 18cuyd.	\$42.00	\$44.00
		MACK - 18cuyd.	\$42.00	\$44.00
		MACK - 18cuyd.	\$42.00	\$44.00
		Western - 18cuyd.	\$42.00	\$44.00
		Ford - 18cuyd.	\$42.00	\$44.00
		Ford - 18cuyd.	\$42.00	\$44.00
Gord Cooper Trucking	545 Barnaby, Hamilton 545-4722	Ford 8000 - 18cuyd.	\$43.00	\$45.00
		Ford 8000 - 18cuyd.	\$43.00	\$45.00
		Ford 8000 - 18cuyd.	\$43.00	\$45.00
		Ford 9000 - 18cuyd.	\$43.00	\$45.00
		Ford - 25cuyd.	\$48.00	\$50.00
Bill Spears Excavating	161 Allenby Avenue, Hamilton 575-4240	Ford 9000 - 18cuyd.	\$43.00	\$45.00
		Ford 9000 - 18cuyd.	\$43.00	\$45.00

<u>Name</u>	<u>Address</u>	<u>TRUCKS - TANDEM - TRIAXLE</u>		<u>Page 7</u>	
		<u>Type</u>	<u>Rates</u>	<u>95-96</u>	<u>96-97</u>
Frank Santinhos Haulage	158 Dundurn Street North, Hamilton, 525-6602	Ford L8000 - 15 1/2cuyd.	\$42.00	\$44.00	\$46.00
		Ford L8000 - 15 cuyd.	\$42.00	\$44.00	\$46.00
Jim Caucci	38 Cherryridge Close, Hamilton 561-6119	Ford - 16cuyd.	\$43.00	\$45.00	\$47.00

TRUCKS - LOADERS

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>94-95</u>	<u>Rates</u> <u>95-96</u>	<u>96-97</u>
Mountainview Excavating	908 Ridge Road East, Stoney Creek 643-3612, 643-1154	Case 580K -1 1/2cuyd. bucket Case 580K - 1 1/2cuyd. bucket Case 580E - 1 1/2cuyd. bucket	\$55.00 \$55.00 \$55.00	\$57.00 \$57.00 \$57.00	\$59.00 \$59.00 \$59.00
F & S Excavating Ltd.	9 Tamarack Place, Stoney Creek 577-1649	JD 310 - 1 1/2cuyd. JD 410 - 1 3/4cuyd. Case 580 - 1 3/4cuyd.	\$54.95 \$54.95 \$54.95	\$56.95 \$56.95 \$56.95	\$58.95 \$58.95 \$58.95
Angel Excavating	420 Hwy. #8, Stoney Creek 664-2191	Case 580K - 1 1/4cuyd. bucket	\$55.00	\$57.00	\$59.00
Bill Wilcockson Trenching	182 East 19th Street, Hamilton 383-7372	Ford 455 - 1 1/2cuyd. Ford 555 - 1 1/2cuyd.	\$52.00 \$52.00	\$54.00 \$54.00	\$56.00 \$56.00
The Outdoor Works Ltd.	198 Barton Street West, Hamilton 570-0188, 527-5634	John Deer 410C-1 1/2cuyd. Case - 1 1/2cuyd. Case - 1 1/2cuyd.	\$52.00 \$52.00 \$52.00	\$54.00 \$54.00 \$54.00	\$56.00 \$56.00 \$56.00
Mollisan Construction	40 Hildegard Drive, Hamilton 561-0352	Ford 655 - 1 1/2cuyd.	\$55.00	\$57.00	\$59.00
Tony & Paul Concrete	6 Hewitson, Stoney Creek 643-1735	580E-1 1/2cuyd. bucket 580E-1 1/2cuyd. bucket 580E-1 1/2cuyd. bucket	\$55.00 \$55.00 \$55.00	\$57.00 \$57.00 \$57.00	\$59.00 \$59.00 \$59.00
Tri-R. Trucking	66 Canterbury, Stoney Creek 541-3980, 548-6223	Case 580-1 1/2cuyd. bucket Case 580-1 1/2cuyd. bucket	\$55.00 \$55.00	\$57.00 \$57.00	\$59.00 \$59.00
G. F. Mason Excavating Ltd.	19 Leslie Road, Stoney Creek 662-8466	Ford 555B-1 1/2cuyd. bucket	\$55.00	\$57.00	\$59.00

TRUCKS - LOADERS

Name	Address	Type	Rates		
			94-95	95-96	96-97
JDR. Tools & Equipment	495 Arvin Avenue, Stoney Creek 662-7064, 662-5366	JD 310 - 1 1/4cuyd. JD 410 - 1 1/4cuyd. JD 510 - 1 1/4cuyd.	\$54.25 \$55.00 \$55.00	\$56.25 \$57.00 \$57.00	\$58.25 \$59.00 \$59.00
L.M. Enterprises	27 Crooks Street, Hamilton 572-9655, 575-5259	Case 580K - 1 1/2cuyd.bucket Case 580K - 1 1/2cuyd.bucket	\$55.00 \$55.00	\$57.00 \$57.00	\$59.00 \$59.00
Cardi Construction Ltd.	24 Garden Avenue, Stoney Creek 560-3122, 560-5803	Cat 416 - 1 1/2cuyd. bucket Cat 416 - 1 1/2cuyd. bucket Case 580K - 1 1/2cuyd.bucket	\$55.00 \$55.00 \$55.00	\$57.00 \$57.00 \$57.00	\$59.00 \$59.00 \$59.00
Sannio Construction	128 Deerhurst Road, Stoney Creek 662-4494	JBC 1400B - 1 1/2cuyd.bucket	\$54.00	\$56.00	\$58.00
All Around Construction Ltd.	165 Sloayze Road, Hannon 692-4588, 692-9012	John Deer 510B - 1 M 3	\$55.00	\$57.00	\$59.00
J. Chastney Leasing	71 Champlain Avenue, Hamilton 561-8240, (mobile) 317-8433	Case 580K - 1 1/2cuyd. JCB 1550 - 1 1/2cuyd.	\$55.00 \$55.00	\$57.00 \$57.00	\$59.00 \$59.00
Sunset Landscaping Construction Ltd.	457 Hwy. #8, RR#1 Dundas 648-8807, 648-5517	Case 580 - 1 1/2cuyd.bucket Case 580 - 1 1/2cuyd.bucket	\$55.00 \$55.00	\$57.00 \$57.00	\$59.00 \$59.00
RCM Contracting	54 Pleasant Avenue, Hamilton 389-6101	Ford 555 - 1 1/2cuyd.bucket Ford 455 - 1 1/2cuyd.bucket Ford 655 - 1 1/2cuyd.bucket	\$50.00 \$50.00 \$50.00	\$52.00 \$52.00 \$52.00	\$54.00 \$54.00 \$54.00
Workman Excavating	849 Butter Road West, Ancaster 648-5521, 648-2641	John Deer 510C - 1 1/2cuyd.	\$55.00	\$57.00	\$59.00
Keldi Enterprise	8526 Airport Road, Mount Hope 679-3186, 679-0903	93JD 410C - 2cuyd. Case 590 - 2cuyd. Cat 426 - 2cuyd.	\$55.00 \$55.00 \$55.00	\$57.00 \$57.00 \$57.00	\$59.00 \$59.00 \$59.00

TRUCKS - LOADERS

Page 3

<u>Name</u>	<u>Address</u>	<u>Type</u>	<u>Rates</u> 94-95 95-96 96-97
E. Woytkiw Haulage	2227 Rymal Road East, Stoney Creek, 575-4100, 578-9917	*6 only 12 Loaders - 1 1/2cuyd. (Ford, Case, John Deer)	\$55.00ea \$57.00 \$59.00
Cardeen Construction	22 Garden Avenue, Stoney Creek 664-6917, 560-5803	Case 580K - 1.5cuyd. Case 580K - 1.5cuyd. Case 580K - 1.5cuyd. Case 580K - 1.5cuyd.	\$55.00 \$55.00 \$55.00 \$55.00 \$57.00 \$57.00 \$57.00 \$57.00
CLM. Heavy Equipment Rentals	3417 Hwy. #6, Mount Hope 679-1074	Ford 555 - 1 1/2cuyd. Ford 555 - 1 1/2cuyd. Ford 555 - 1 1/2cuyd.	\$49.00 \$49.00 \$49.00 \$50.00 \$50.00 \$51.00 \$51.00
B. Spears Excavating	161 Allenby, Hamilton 575-4240	Case 580E - 1 1/4cuyd.	\$55.00 \$57.00 \$59.00

4(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 15

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: C. Firth-Eagland
Director of Public Works

SUBJECT: Sewer Street Tree Program - Update

RECOMMENDATION:

That the Public Works Department be authorized to continue to fund the Sewer Street Tree Program Account No. CH 56321 60430 recognizing the pending overdraft.

C. Firth-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Sewer Street Tree Policy was adopted by City Council on June 24, 1986 in an effort to reduce the number of trees being cut down because of blocked sewers.

The existing program dealing with tree roots in sewers has the Public Works Department reimbursing residents 100% of the invoiced cost for a sewer clean out when a municipal tree is involved. This practice is encouraging property owners to avoid fixing the damaged sewer lateral into which tree roots of a municipal tree have invaded and is therefore a "band-aid" solution.

At present, when a property owner brings in a sewer clean out bill that is signed by a sewer contractor stating that roots were found, and if the tree is found to be on the City road allowance, the City will assume 100% of the cost. If a sewer clean out is required twice or more in one year, the Property Owner is given the option of participating in a 50/50 cost share arrangement with the City to replace that portion of the sewer lateral affected by tree roots. The Director of Public Works upon discussion with the property owner has the option to continue with a scheduled clean out program. The City assumes 100% of the cost of the clean out. Since its inception, costs to maintain this project have continued to escalate as outlined in the following table, "Annual Costs for Clean Out of Tree Roots from Sewers".

Annual Costs for Clean Out of Tree Roots from Sewers

<u>Year</u>	<u>Appropriation</u>	<u>Amount Spent</u>	<u>Percent Increase</u>
1990	57,330	53,118	
1991	60,220	79,187	30%
1992	63,210	92,224	45%
1993	73,210	118,397	60%
*1994	73,210	128,118	75%

* These figures only serve as an estimate

At present there is \$1,163.84 left in Streets Account CH 56321 60430. If we were to extrapolate from the data collected, there are approximately \$13,000 in charges paid out of this account per month as we can see in the previous table. Using these numbers it is reasonable to assume an overexpenditure of \$55,000 for the current fiscal year to be paid from various Public Works Department, Streets Division Accounts.

The number of individual sewer clean outs (approximately 5,786 including repeats to date) has continued to climb resulting from increased awareness of the program through word of mouth and sewer company advertisements. Proof of this can be seen in the number of repeat clean outs (more than one bill in a year at any given address) charged to the program.

Number of Cleanouts / Repeats in a Given Year

	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>
Total number of reimbursements	599	764	938	1204
Total number of repeats	61	111	116	144

BACKGROUND:

The number of private properties involved in the Sewer Street Tree Program since 1986 is indicative of the extent of the problem and that the residential sewer infrastructure is in a definite need of re-building. Some older areas of the City in particular are in need of attention. If the sewer "lateral" (the pipe going from the house to the street) has broken down because of age, type of material, traffic, ground shifting, tree roots being opportunistic, will enter the lateral in search of water/nutrients. Where tree roots have infiltrated the private drain at one specific address this only serves as an indicator of the deteriorated condition of the sewer infrastructure on the City/Region Streets within the City.

The Public Works Department, Forestry Section has dealt with this problem on an individual case basis but with no long-term solution or remedy to the problem. It has become clear that demands on this program will continue to escalate annually particularly

as there is no incentive or program for property owners to seek a more permanent and environmentally correct solution.

Because the sewer lateral is located on private property, that part of the sewer system is deemed to be the responsibility of the individual property owner. The cost of relining or trenching to replace deteriorated laterals is significant (approximately \$3,500 relining, \$1,800 open trenching or boring) and often beyond the income of individual property owners.

It is envisioned that costs will increase annually to clean this antiquated infrastructure on a limited basis until a more permanent solution to the entire problem can be found. City staff, through its Chief Administrative Officer and Director of Public Works have initiated discussions with the Region, through its Chief Administrative Officer and Commissioner of Transportation/Environmental Services and will bring a report back to the Transportation and Environmental Services Committee with Recommendations on how to proceed with this program.

RG/mc

cc: Mr. Joe Pavelka, Chief Administrative Officer
Mr. W. M. Carson, Chief Administrative Officer
Mr. L. D. Turvey, P.Eng., Commissioner of Transportation
/Environmental Services
Mr. E. M. Gill, Senior Director of Roads
Mr. Allan C. Ross, Treasurer
P. Noé Johnson, City Solicitor
J. Pook, Horticulturist

4 (d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 18

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. C. Firth-Eagland
Acting Director of Public Works

SUBJECT: Proposed Reconstruction of the South Leg
of King Street Between John and Hughson Streets

RECOMMENDATION:

1. That the Region be requested to finance the rehabilitation work that is required to the watermain and sewers in the south leg of King Street between John and Hughson Streets, including the Hughson Street intersection estimated at \$305,000.
2. That the Region advise as to the feasibility of completing this work and the necessary road and sidewalk work prior to the traditional Christmas shopping season which begins around December 1.
3. That the Commissioner of Transportation/Environmental Services be authorized and directed to construct these works once all the necessary approvals have been received.

C. Firth-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendations.

BACKGROUND:

On June 28, 1994, Council in adopting Section 12 of the 9th Report of the Transport and Environment Committee and Item 37 of the 10th Report of the Finance and Administration Committee approved the following:

- 12 (a) That the reconstruction of the paving stone roadway, concrete curbs and repair of paving stone sidewalks on the south leg of King Street between John and Hughson Streets be undertaken as soon as possible during the construction season this year; and,

- (b) That the Finance and Administration Committee recommend a method of financing these works; and,
 - (c) That the Commissioner of Transportation /Environmental Services be authorized and directed to reconstruct these works on behalf of the City once all the necessary approvals are received; and,
 - (d) That the above-noted reconstruction project be approved subject to the appropriate watermain repairs being undertaken by Regional Council; and the barrier free policy be adhered to; and further that the abutting property owners and businesses be consulted.
- 37 That as referred to in Section 12 of the Ninth Report for 1994 of the Transport and Environment Committee, the following funding mechanism be approved:
- (a) That the reconstruction of the paving stone roadway, concrete curbs and repair of paving stone sidewalks on the south leg of King Street between John and Hughson Streets in the amount of \$150,000 be financed as part of the Canada/Ontario Infrastructure Program replacing the reconstruction of Hunter Street between John and James Streets; and,
 - (b) That the Project Manager for the Canada/Ontario Infrastructure Program - Road and Sidewalk Reconstruction Program be directed to advise the Ministry of Municipal Affairs of the change in the program on receipt of its approval which is expected around the end of June, 1994; and,
 - (c) That the Director of Public Works be directed to consider the reconstruction of Hunter Street between John and James Streets within the 1995 Road Reconstruction Program and present his report to the Transport and Environment Committee during the 1995 Capital Budget process.

Preliminary estimates for the necessary sewer and watermain rehabilitation work have been received from the Region. The estimate to construct a new storm and sanitary sewer is \$200,000 and the estimate for the construction of a new watermain is \$105,000 for a total of \$305,000. The Region has not identified the sewer work in their 1994 - 1998 Capital Budget and has identified a portion of the watermain work in 1997.

The required sewer work, which was not originally envisioned, has developed from the TV inspection of the existing sewers resulting in the need for their replacement.

The scope of the work has changed from our initial submission. The reconstruction of the roadway only, most likely could have been completed in a three week time period with favourable weather conditions. However, with the additional underground work, an additional three or four weeks would be required, weather permitting. Taking into account, design work and City and Regional Council Approvals, the work would most likely occur in October and November.

The roadway would necessarily be closed totally for a seven or eight week period during the construction and buses would be rerouted to Rebecca Street during this period. Also, during 1995 the walkways on the north side of the roadway would be closed during the reconstruction scheduled during that year.

Staff will be meeting with the business owners in the area prior to construction to try to alleviate any concerns they may have regarding this project.

RPM/jdh

- c.c. A. Ross, City Treasurer
- c.c. J. Halliday, Senior Director, Environmental Services
- c.c. D. Y. Onishi, Director, Design and Construction
- c.c. J. Dahms, Hamilton Street Railway

OFFICE OF THE CITY CLERK

MEMORANDUM

4(e)

TO: Kevin C. Christenson
Secretary,
Transport and Environment Committee

YOUR FILE:

FROM: Mr. J. J. Schatz
City Clerk
City Clerk's Department

OUR FILE:

PHONE: 546-2727

SUBJECT: Council Correspondence
Solid Waste Management Strategic Plan

DATE:

1994 July 27

At it's meeting held 1994 July 26, City Council referred the attached correspondence dated 1994 July 21 from the Regional Municipality of Hamilton-Wentworth regarding the Solid Waste Strategic Plan to the Transport and Environment Committee.

Would you please ensure that this item is placed on the Transport and Environment Committee's August agenda.

*S. J. MacLennan for
D. J. Schatz*



REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Rallo, Deputy Clerk

July 21, 1994

OFFICE OF THE CITY CLERK	
JUL 21 1994	
REC. BY.....	DATE.....
REF'D. TO.....	DATE.....
REF'D. TO.....	DATE.....
REF'D. TO.....	DATE.....
ACTION: CC - ref to T&E	

Mr. Joseph J. Schatz
Clerk
City of Hamilton
71 Main Street West
2nd Floor
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Regional Council at its meeting held Tuesday, July 19, 1994, approved Item 13 of the Environmental Services Committee Report 8-94, as follows:

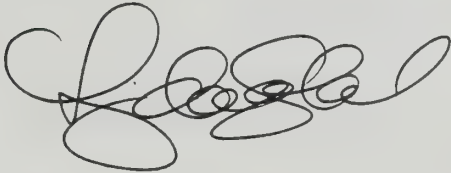
13. Solid Waste Management Strategic Plan (ENV 94-064)

- a) That a copy of Report ENV 94-064 be forwarded to all area municipalities and the Regional Environmental Advisory Committee (REAC) requesting their comments;
- b) That these comments be submitted to the Regional Clerk, for inclusion in the August 9, 1994 agenda of the Environmental Services Committee. **Item 4.3**

Attached for your information, please find a copy of staff report ENV 94-072 entitled "Solid Waste Management Strategic Plan" which is the background material respecting this item. Could you please ensure that any comments are forwarded to my attention by no later than Friday, July 29, 1994, for inclusion in the Environmental Services Committee Agenda for the meeting scheduled to be held on Tuesday, August 9, 1994.

Should you have any questions or concerns respecting this item, please do not hesitate to contact our office.

Yours truly,

A handwritten signature in black ink, appearing to read 'Lynda Sohal', with a large, stylized initial 'L'.

Lynda Sohal (Ms.)
Legislative Assistant

LS/

attach.

c.c. Mr. P.J. Halliday, Senior Director, Environmental Services Department

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1994 June 9
P. K. Dunn, File No. FS/A

REPORT TO: Chairman and Members
Environmental Services Committee

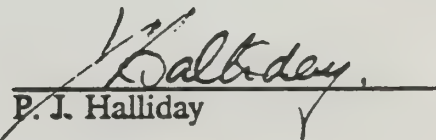
FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: Solid Waste Management Strategic Plan

ENV 94-064

RECOMMENDATION:

For the consideration of the Committee.


P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In order to meet the deadline that will enable Council to award a new Solid Waste Management System contract early in 1995, strategic direction is necessary for the preparation of appropriate tender documents that are being prepared for the Region by Proctor & Redfern. Direction from Council is required on five specific issues:

Cont'd....

Solid Waste Management Strategic Plan

Cont'd.....

- 1) Pollution Prevention
- 2) System Integration
- 3) SWARU & Landfill
- 4) Compliance with new Provincial legislation
- 5) Financing for existing system, closed landfill sites and a future landfill site

There are many resources to draw from for this strategic direction including the Region's draft official plan "Towards a Sustainable Region", Provincial discussion papers on waste management published since October 1991 and various reports prepared by consultants on the Region's solid waste management system. A copy of the section on Solid Waste Management contained in the Draft Official Plan is attached

A Vision, set of Goals, and general background on a waste management system are offered as a basis on which to establish strategic directions. The five strategic planning issues will then be discussed in the context of a ten (10) year planning framework. A 10 year planning time frame has been selected because this is the expected term of the new contract given the extent of capital contributions anticipated on the part of the successful bidder.

VISION

The Regional Municipality of Hamilton-Wentworth is committed to providing superior waste management services to the community in an environmentally sound and cost effective manner.

GOALS

To provide waste management service for residential, commercial, institutional, and industrial customers that are appropriate for each sector.

To continuously improve the waste management service provided with regard to the environmental, economic and social impacts.

To provide the service within a waste management hierarchy that gives highest priority to pollution prevention.

To provide a user friendly service at the lowest cost.

Cont'd.....

Solid Waste Management Strategic Plan

Cont'd....

To maximize the life of the existing landfill site.

To develop, encourage and support the contribution of every employee involved in the delivery of the service.

To engage private enterprises as an integral partner in delivering the service.

To encourage volunteer and community participation in a fully integrated waste management system.

The above Vision and goals are offered for consideration of the Committee. Once Committee has agreed on a vision and Goals a recommendation is needed in the form of:

That the Vision and Goals as outlined in Report number ENV 94-064 be endorsed and used to establish a strategic direction for solid waste management.

WASTE MANAGEMENT SYSTEM - GENERAL

A comprehensive waste management system consists of the following activities: planning, source reduction (pollution prevention), waste collection, waste diversion, and finally waste disposal.

To develop an effective waste management system geared to pollution prevention, the following issues have to be considered:

- education & promotion of a conserver ethic
- integration of waste management system components
- scale of waste management systems
- financial issues

The waste management services presently provided by the Region include: three transfer stations, landfill site, the Solid Waste Reduction Unit (SWARU), multi-material recycling program, backyard composting program, household hazardous waste program, and waste reduction promotion and education.

Cont'd....

Solid Waste Management Strategic Plan

Cont'd.....

1. POLLUTION PREVENTION

Pollution prevention means conservation and better management of resources as well as eliminating or reducing pollution at the source. The Solid Waste Management system should be based on a waste management hierarchy that gives highest priority to the efficient use of resources and reducing the toxicity and amount of waste generated, rather than on waste disposal.

The Region recognizes that the operation of infrastructure required to recycle, treat, and dispose of solid and liquid waste is an "end of pipe" solution requiring significant capital expenditure and ongoing operating costs. It is more cost effective for waste to be reduced or completely eliminated. Funds spent on programs which reduce or eliminate waste result in savings on future capital expenditures.

It is essential that a new attitude be cultivated where society places a high value on protecting and conserving our environment and natural resources. The Region can help to facilitate this change by refocusing its funding and resource priorities towards developing pollution prevention and resource conservation programs, management practices, and regulations.

The Region is currently in a partnership with the Federal and Provincial Governments to develop a Comprehensive Municipal Pollution Prevention Project (CMPP). This project will develop an implementation plan that incorporates pollution prevention initiatives into both the activity and authority of the Region and will not be completed until 1995. In order for the Region to benefit from the project the Full Service Contract must allow the flexibility to incorporate any recommendations resulting from it. To that end the Committee might consider the following recommendations:

1. That the Full Service Contract Agreement include flexibility to negotiate the incorporation of recommendations resulting from the Comprehensive Municipal Pollution Prevention Project.
2. That the following criteria be included in the evaluation criteria for the selection of a company or companies for the operation of the solid waste management system under the Full Service Agreement:

Cont'd....

Solid Waste Management Strategic Plan

Cont'd.....

- a) The Contractor's ability to include and apply pollution prevention initiatives to the operation of the solid waste management system; and
- b) Pollution prevention measures that have been successfully implemented by the contractor in it's other business operations.

2. FULLY INTEGRATED WASTE MANAGEMENT SYSTEM

The existing solid waste management system assigns collection to the Area Municipalities and waste diversion and disposal to the Region. Though both levels of government co-operate, the system is not fully integrated. This impacts negatively on the efficiency of collection, waste reduction activities, illegal dumping and the ability to assess charges against generators.

A fully integrated system would place the control of waste management planning, waste collection, waste diversion and waste disposal under one authority. This would allow waste diversion to begin effectively at curbside, for collection to be based on urban and rural rather than municipal boundaries, to deal with illegal dumping on a regional rather than an area municipality basis and to group all waste management costs and activities to easily allow them to be identified by the users of the system and the users to be appropriately charged.

Provincial legislation, particularly the 3Rs regulations and Bill 7, encourages co-operation between both upper and lower tier municipalities for the provision of waste management programs with the expectation that a fully integrated system results. Other Regional municipalities including, Halton, Peel, and Ottawa-Carleton are also moving in this direction.

The Region consulted with area municipalities on this option in 1988 and at that time opted to establish the Waste Management Coordinating Committee (WMCC) to begin coordination of waste management policies and services within the Region. This committee, though ensuring coordination of waste management activities, has not progressed with the development of an integrated system. It is recommended that a task force of senior staff from each area municipality and the Region be established to review the WMCC mandate, present a plan to fully integrate waste management services, and provide direction for a progression to a single waste management authority.

Cont'd...

Solid Waste Management Strategic Plan

Cont'd...

In order to maximize the efficiency of a waste management system, it is essential that the various components of the program are integrated and complement each other. Waste management systems are becoming increasingly complex and expensive making it critical to take steps toward a fully integrated system to minimize costs and maximize efficiency.

For the purposes of the waste management system contract, the fully integrated system components are considered to be:

- a) collection system to get wastes from the generator to the transfer stations or appropriate processing location
- b) transfer stations
- c) processing centre for recyclable materials collected from the Blue Box Program and/or the transfer stations
- d) SWARU
- e) landfill site
- f) composting site

This section will group collection systems, transfer stations and a processing centre under the issue of a fully integrated system.

a) Collection Systems

To be effective waste reduction must start at curbside with required separation of such items as blue box acceptable materials, leaf and yard wastes, household hazardous wastes etc. from normal residential garbage.

Cont'd....

Solid Waste Management Strategic Plan

Cont'd....

To be in compliance with existing provincial legislation and/or continue existing practices, area municipalities will require six different types of collection for the following materials:

- standard residential garbage collection
- blue box
- bulk wastes
- household hazardous waste
- leaf & yard wastes (Hamilton, Stoney Creek, Dundas, January 1995)
- appliances containing CFCs (December, 1995)

Curbside collection is anticipated for normal residential garbage, blue box materials and bulk wastes, however, leaf and yard may not be collected and household hazardous wastes would not be collected at curbside. Appliances containing CFCs, other white goods and waste metal could be collected together via a separate collection for eventual recycling.

The complexity of having this many types of collection with different rules for people living and moving within Regional boundaries is bound to confuse the customer, reduce the effectiveness of the curbside sort and increase the eventual disposal costs. Rationalizing and integrating the collection system across the Region will have an immediate impact on collection system costs. The cost savings realized by the Glanbrook model for Blue Box collection for all rural areas, which combines garbage and blue box collection in one run, illustrates the point. Integrating collection does not necessarily mean that all get the same service but that similar rules apply and an appropriate charge is made for a particular level of service.

Collection is the only part of the waste management system that is not part of the current Regional activity and a challenge with respect to a fully integrated system.

To achieve a fully integrated system it is necessary for both levels of municipal government to agree. The Committee might consider the following recommendations:

1. That a Task force of senior staff from each Area Municipality and the Region be established to review the mandate of the Waste Management Co-ordinating Committee and make recommendations concerning the full integration of the waste management system in time for the commencement of the new full Service Contract.

Cont'd....

Solid Waste Management Strategic Plan

Cont'd....

2. That the above recommendation be forwarded to all Area Municipalities for their consideration.
3. That the new Full Service Contract allow for the possibility of full integration of the waste management system.

b) Transfer Stations

The use of the transfer stations should be expanded to maximize their capability to serve as an easily accessible delivery point for the widest possible range of waste materials. Waste materials from the transfer stations would then be delivered to the appropriate reuse, recycling, treatment, or disposal site.

-Non-Acceptable Wastes:

-Home owners and small to medium sized businesses generate small quantities of waste that are not acceptable under the Solid Waste By-law and have difficulty disposing them. At this time the acceptance at transfer stations of source separated materials that could be recycled or reused is limited to metals and blue box materials.

The transfer stations could be used to collect source separated materials of a much broader scope without major changes to them physically and with a change in the By-law. This broader use of the transfer stations would make the waste management system more user friendly and should reduce illegal dumping.

The use of private sector facilities in the Region by larger generators of wastes designated as non-acceptable under the Solid Waste By-Law should be continued to be encouraged.

-SWARU Acceptable Wastes:

-Household waste collected as part of curbside garbage collection routes should be delivered to the closest Transfer Station and all SWARU acceptable wastes should be transferred by the waste management system contractor to SWARU.

Cont'd...

Solid Waste Management Strategic Plan

Cont'd....

To achieve these objectives the Committee might consider the following recommendation:

That the Full Service Agreement allow for an expanded use of the transfer stations to accommodate a much broader acceptance of waste materials.

That all waste collected throughout the region under the normal garbage collection service be SWARU acceptable.

That the Solid Waste By-law be amended to reflect the above changes at the appropriate time.

c) Processing Centre for Recyclable Materials

A processing centre will continue to be required to receive recyclable materials collected as part of the Blue Box program and from the transfer stations. Materials must be prepared in a manner acceptable to end markets. Third Sector currently provides this service as well as collection for blue box materials from all Area Municipalities except Glanbrook.

To allow for flexibility to expand the range of materials handled by the existing Blue Box program and possible dual collection of normal residential garbage and blue box materials, Committee might consider the following recommendation:

That the Full Service Agreement allow for:

- a) the delivery of curbside recycling service of an expanded range of materials under the blue box program;**
- b) the co-collection of normal residential garbage and blue box material where appropriate.**
- c) the haulage of recyclable materials to the Region's processing centre from the transfer stations by the Full Service Contractor in the event of dual collection of Blue Box materials and normal residential garbage.**

Cont'd....

Solid Waste Management Strategic Plan

Cont'd....

3) SWARU & LANDFILL

a)SWARU

SWARU should continue to be an integral part of the waste management system throughout the 10 year term of contract because of it's ability to divert approximately 140,000 tonnes of waste from landfill on an annual basis.

It is recognized that this facility has a finite life span. Pollution prevention and other diversion efforts that could meet or even exceed the capacity of SWARU through the next 10 years might negate the need for replacement.

In order for SWARU to continue to operate, air emission control equipment and associated monitoring devices must be installed before 1997.

It is proposed that the quantity of waste processed through SWARU be increased to the maximum allowed under the C of A and the facility operate on a continuous basis. Continuous operation of the facility will improve the operation of the air emission control equipment and increase the quantity of electricity and heat energy that can be recovered from the facility.

Changes in the area of the tipping floor are also needed to allow for more efficient use by the collection vehicles. These changes would also incorporate the ability to handle waste to allow for continuous operation of the facility.

All of these activities which allow for a more environmentally and economically sound operation of the facility require capital expenditures. Expenditure of funds on SWARU warrant the processing of all regional garbage that is acceptable through SWARU and if there is excess capacity then to import garbage to meet it. This activity is permitted within the current Certificate of Approval for SWARU.

To achieve the full potential from SWARU during it's life time the Committee might consider the following recommendation:

Cont'd....

Solid Waste Management Strategic Plan

Cont'd....

That the Full Service Agreement require the operator of SWARU under the new agreement to finance the capital improvements necessary to meet:

- a) C of A; (Acid Gas emissions)**
- b) Tipping floor improvements to improve the efficiency of use by collection vehicles and allow for enough storage of waste to continue operation for three days**
- c) To purchase and install additional equipment to increase to the fullest potential the generation of electric power from the process.**
- d) That should there not be enough SWARU acceptable material available for a continuous operation from within the Regional Municipality of Hamilton-Wentworth that waste be imported only to the extent needed for continuous operation of the facility.**

b) Landfill

Council has been informed that the existing landfill site at Glanbrook had as of Jan 1/94 approximately 28 years at current filling rates (120,000 t/yr). This calculation was made assuming SWARU to be part of our waste management system.

To maximize the life of Glanbrook it is not only necessary to continue to process waste through SWARU but also to continue and improve waste reduction activities, to educate our customers as to the benefits of less waste and to provide them with a system that supports that objective.

To achieve this objective the Committee might consider the following recommendation:

That the Full Service Contract makes provision to allow for a waste management system that supports the objectives of pollution prevention and waste reduction.

Cont'd....

Solid Waste Management Strategic Plan

Cont'd.....

3) COMPLIANCE WITH NEW PROVINCIAL LEGISLATION

3Rs, CFCs and Bill 7 are all pieces of new Provincial legislation that impact on waste management on the Region and the area municipalities. A separate report will go to Council outlining proposals to bring the Region into compliance through 1995. Without the limitations of the existing Full Service Contract, however, a new contract could allow for an improved and more permanent solution.

The 3Rs regulation impact is in three areas, leaf and yard waste with a compliance date of Jan/95, recycling service to apartment buildings receiving municipal garbage collection with a compliance date of March/95, and CFCs regulations with a compliance date of Dec/95.

It is the leaf and yard waste and CFCs regulations that could be impacted under the new Full Service Contract.

Disposal of leaf and yard waste has to be convenient and the waste composted under the new regulations. Provision in the new Service Contract should be made for possible inclusion of sludge from the Woodward Avenue Waste Water Treatment Plant in that composting process so as to make better use of the sludge as a resource and further reduce costs at that facility.

The new Service Contract could separate out all metals, white goods including CFCs appliances for separate pickup and eventual recycling.

Bill 7 gives the Region a default responsibility for waste reduction activities in the event that the Area Municipalities do not have the required programs. Provision for this must be in the new contract.

To reflect the above discussion the Committee might consider the following recommendations:

Cont'd....

Solid Waste Management Strategic Plan

Cont'd....

That the new Full Service Agreement make provision for leaf and yard composting that could include the possible provision of sludge from Woodward Avenue Waste Water Treatment Plant in the process.

That provision be made for the possible separate collection of all metals, white goods and those white goods containing CFC's.

That provision be made for all the requirements under Bill 7 that requires the Region to provide a service in the absence that the service is not provided by an Area Municipality.

4) FINANCING

The Waste Management Coordinating Committee has unanimously agreed that financing for the waste management system must reflect waste reduction efforts on the part of the users. This would suggest that the new contract should, at least in part, have a payment schedule based on tonnage handled.

Total financing for the waste management system has to include provision for perpetual care of closed landfill sites under Regional jurisdiction and a time at which the current users of the system make a contribution to a future landfill site. Though these are Regional responsibilities, the manner in which the tax payer is charged for these activities has to be considered along with the cost for the current use of the system.

A payment for service on the part of our customers that directly relates to their production of waste for disposal will greatly impact on that production. A user pay approach has been shown to be very successful as a waste reduction tool by other municipalities. Provision for possible inclusion of such a system should be incorporated in the tender documents. To reflect this the Committee might consider the following recommendation:

That the Full Service Agreement make provision for the possible implementation of a user pay system for services provided which could be in the form of a rebate for curbside waste reduction.

PKD:eb
Attach.

4.4.2 Solid Waste Management

The waste produced in the Region is disposed of by means of landfill, incineration and recovery or recycling. The efficiency, ecological sensitivity and long-term sustainability of the two main methods of management (landfill and incineration) are questionable. Reduction, recycling and reuse of materials must be a high priority. Focusing public and private energy and resources towards these areas will reduce the amount of waste and will be more sustainable and environmentally beneficial.

Waste disposal must be managed with an emphasis on minimizing environmental impacts. The burden of cost for the management of waste should be placed on those responsible for the generation of waste, by means of a user pay system.

To reduce waste and minimize environmental impacts of disposal, the Region will:

4.2.2.1 Prepare a comprehensive Waste Management Master Plan, within two years of the approval of this Plan which incorporates waste reduction strategies such as reuse, reduction and recycling.

4.2.2.2 Maintain a landfill site that is efficiently designed and operated to protect the environment and public health.

4.2.2.3 Require an amendment to this Plan for the establishment and operation of any new landfill facility in Hamilton-Wentworth.

4.2.2.4 Establish disposal and transfer facilities to efficiently serve the citizens of the Region in the most economically and environmentally acceptable means possible.

4.2.2.5 Co-ordinate, in co-operation with the Area Municipalities, the collection and haulage of solid waste to Regional transfer/disposal facilities.

4.2.2.6 Establish procedures and programs that encourage waste reduction and recycling options, and promotes the development of these options by the private and public sectors.

4.2.2.7 Continue with a comprehensive public education campaign to enhance the public's understanding of waste and waste reduction.

4.2.2.8 Promote and cooperate with private sector programs to recycle solid waste.

4.2.2.9 Investigate means to eliminate incineration as a method of waste management.

5(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 09

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersection of Fairway Drive and St. Andrews Drive -
Intersection Control. [TEC-177-94]

RECOMMENDATION:

That no action be taken on the request for all-way stop control at either of the intersections of Fairway Drive and St. Andrews Drive.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of \$10,000.00 annually.

BACKGROUND:

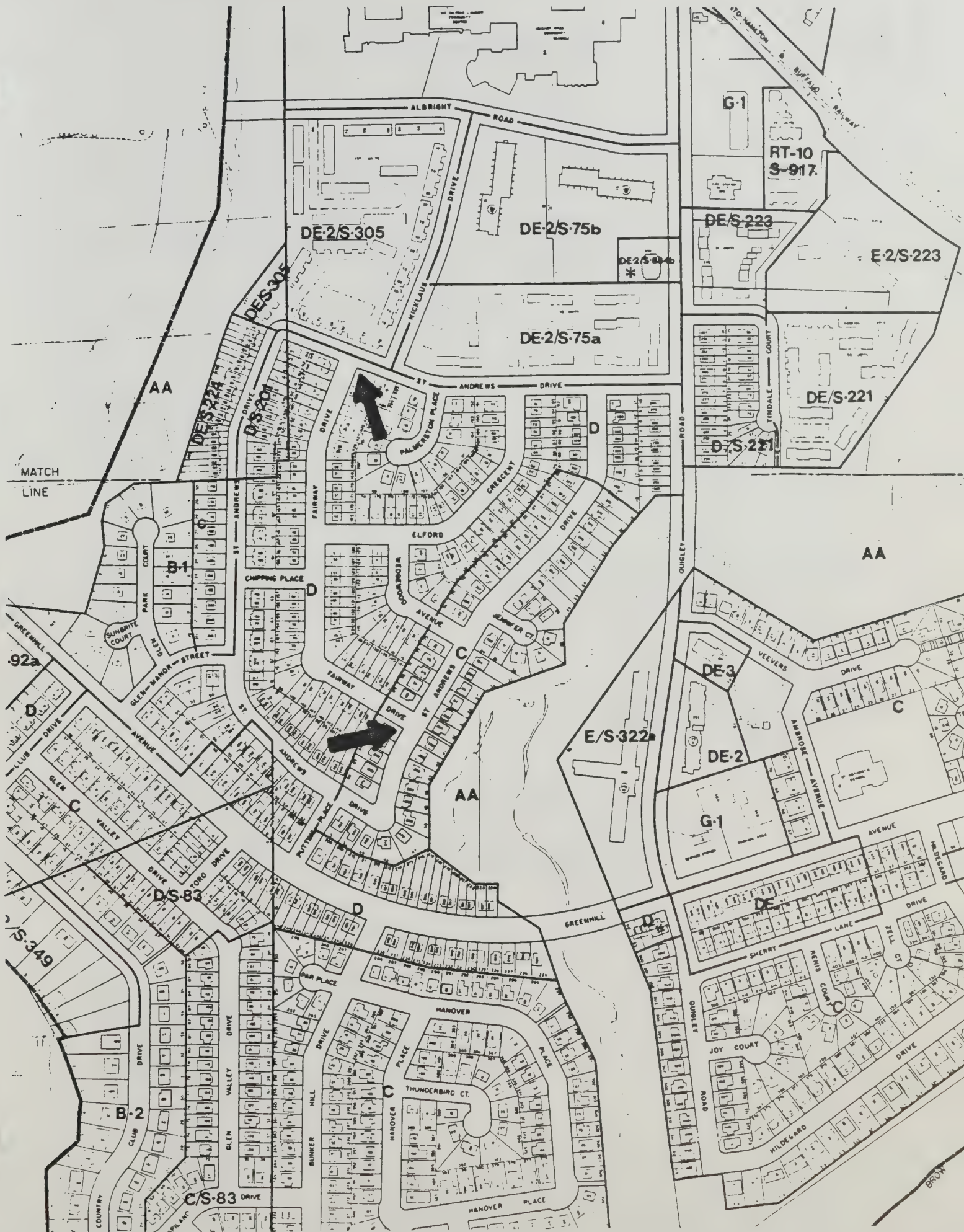
Alderman Dominic Agostino has advised of a request that three-way stop control be implemented at the intersection of Fairway Drive and St. Andrews Drive to slow down traffic. Fairway actually intersects St. Andrews at two separate locations. Staff has investigated both of these intersections and has the following report.

The subject intersections are both "T" type intersections, and presently, northbound traffic on Fairway is required to stop for eastbound and westbound traffic on St. Andrews at the northerly intersection and eastbound traffic on Fairway is required to stop for northbound and southbound traffic on St. Andrews at the southerly intersection. Traffic Department records indicate that there have been no reported collisions at either intersection in the past seven years. This is an excellent collision record which could not be improved upon by the

implementation of all-way stop control.

The Traffic Department has assessed this request, and has its usual concerns respecting unwarranted stop control, including the fact that there is no collision problem at these intersections, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stops signs create disrespect by motorists to the extent that the compliance with stop signs is deteriorating every year. For the above-noted reasons, the Traffic Department does not support the request for three-way stop control at either intersection of Fairway and St. Andrews.


CVB/MH/ca



5(6)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

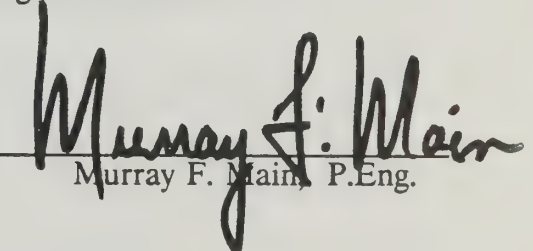
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Removal of School Crossing Guard at the Intersection of Cannon Street East and Balmoral Avenue North. [TEC-167-94]

RECOMMENDATION:

That no change be made to the previous City Council resolution, that the School Crossing Guard be removed from the intersection of Cannon Street East and Balmoral Avenue North, following the installation of a Pedestrian Priority Signal in 1994.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of installing a Pedestrian Priority Signal is approximately \$16,000.00. The cost of a School Crossing Guard is approximately \$6,000.00 annually.

BACKGROUND:

At the 1994 May 10 meeting, City Council approved a recommendation to install a Pedestrian Priority Signal at the intersection of Cannon and Balmoral. As part of the recommendation, Council also approved a recommendation that "following a suitable introductory period, the School Crossing Guard be removed from the intersection of Cannon Street East and Balmoral Avenue North".

A petition signed by 49 persons, most of whom are residents of the Cannon and Balmoral area, has been received by the City Clerk. The petition requests that the School Crossing Guard be retained after the Pedestrian Priority Signal is installed. The primary reasons for the petition are traffic speeds on Cannon and the use of the crossing guard as a source of information as to where certain children are.

Three Pedestrian Priority Signals were installed in Hamilton in 1993. All three locations previously had School Crossing Guards. At two of the locations, the School Crossing Guard was removed. At the third location, the School Crossing Guard was retained but does not operate in the crosswalk which is controlled by the Pedestrian Priority Signal. In all three cases, the School Crossing Guard was retained for an introductory period in order to educate the children and was removed only when the guard was satisfied that the children understood how to push the button and understood the meaning of the Pedestrian Signals.

In all three cases, the removal of the guard can be considered to be totally successful. There have been no collisions at any of the intersections involving school-aged children.

Traffic speeds on Cannon Street are similar to those on Barton Street, Upper Gage or Upper Sherman. The volume of pedestrians crossing at Barton and Smith/St. Matthews and at Upper Gage at Edwina/Thorley is between 500 and 700 daily. This is equal to or greater than the number of pedestrians crossing Cannon at Balmoral.

Thus, there is every reason to believe that, following suitable training, children will be able to cross safely at the Pedestrian Priority Signal at Cannon and Balmoral. In fact, one of the distinct advantages of the Pedestrian Priority Signal is that it provides crossing assistance 24 hours a day, 365 days a year.

While the guard may act in other ways, as suggested by the petition, providing information is not the primary function of a guard, and in the view of staff, is not a justification for retaining the guard. As noted in the financial considerations, the cost of the installing the Pedestrian Signal is recovered in approximately three years, if the guard is removed, following which there is a net savings to the public.

Thus, no change is recommended to the original recommendation as approved by City Council on 1994 May 10, that the School Crossing Guard at Cannon and Balmoral be removed after a suitable training period.

HLS/kg

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

TO: Murray Main, P.Eng.
Director of Traffic Services
Attention: Marty Hazell

YOUR FILE:

FROM: Tina Agnello, Acting Secretary
Transport and Environment Committee

OUR FILE:
PHONE: 546-2729

SUBJECT: Petition -
School Crossing Guard

DATE: 1994 July 12

Attached for your attention and appropriate action is a copy of a petition respecting the school crossing guard at Cannon and Balmoral which was received in the City Clerk's Department on 1994 July 11.

T Agnello

TA/mjw

Attachment

HELP KEEP OUR CROSSING GUARD HERE

THERE WAS A LETTER SENT OUT THAT
THEY WANT TO PUT UP A LIGHT AT
THE CORNER OF CANNON AND BALMORAL

I DO NOT THINK THIS WILL BE VERY
GOOD, WHY BECAUSE THE CARS ON
CANNON ST. ARE IN A RACE FROM
BELMONT ST. LIGHTS TO OTTOWA ST.
LIGHTS, SOME OF THEM DO HIGH SPEED.

THE CROSSING GUARD IS A PERSON YOU
CAN TALK TO, LIKE IF YOUR CHILD/CHILDREN
ARE LATE COMING HOME YOU CAN ASK
THE CROSSING GUARD, IF SHE HAS SEEN YOUR
CHILD/CHILDREN, SHE HAS BEEN AT THIS CORNER FOR
SO LONG SHE KNOWS MOST ALL THE CHILD/CHILDREN
THAT CROSS HERE, YOU CAN NOT ASK ST. EIGHT
IF THEY HAVE SEEN YOUR CHILD/CHILDREN.

IF YOU WISH TO HELP SIGN THIS PAPER,
AT 193 BALMORAL AVE N APT #2
HELP OUR CROSSING GUARD.

NAME

ADDRESS

NAME	ADDRESS
Debbie Turcotte	193 BALMORAL AVE. N. #2
MARK TURCOTTE	214 BELMONT AVE. W.
Mark Turcotte	214 BELMONT HAMILTON
R. HANSRAJ	219 OTTAWA ST. HAMILTON
H. HANSRAJ	219 OTTAWA ST. HAMILTON
D. J. ERWEY	2218 OTTAWA ST. HAMILTON
V. Trifunidis	207 OTTAWA ST.
John	Chisholm Ave
D. Landish	9 Roxborough Ave.
K. Stashbury	39 Balmoral St.
Wm W. Voskuwen	Campbell
J. D. Cairns	Campbell Ave.
Luc Ann Villeneuve	Cannon St.
Ade Carey	132 Grosvenor Ave.
Judy Zabeltyn	1105 Rosslyn Creek
Brenda Dupuis	203 Ottawa St.
Sherna Mackenzie	212 Kensington
Jean Underwood	173 Kensington
Paul Mmish	805 Lombard St.
Lops Jyd	22 Kensington N.
Kelly Eastwood	24 Belmont Ave.
P. Macle	18 Belmont Ave.
J. Chantals	113 Rosslyn #2
Maryann Wells	68 Campbell
Susanne Golden	200 Rosslyn
John Wells	Campbell
M. Lameira	246 BALMORAL N.

NAME

ADDRESS

Michelle Harris	243 Balmoral N.
Michelle Jackson	240 Balmoral N.
Marion Christwell	233 Balmoral N.
Lyth L. Gimplton	219 Belmont Ave N.
Laura Lausky	211 Balmoral Ave N.
Mary Cameron	193 Balmoral Ave N.
W/ Mrs. Allen	139 Cannon St E.
Shelly Shaler	20 Brantlaven Dr
Carolyn Chetman	130 St. Josephs Dr. apt 805
Michelle Varga	34 Robins Ave.
Elsie Andrews	170 Kensington Ave N.
Samone "Dadman"	1161 Cannon St. E.
Sarah Snowden	104 Blake St
Erin McHattie	174 Market St
Chantelle Moun	241 Balmoral N.
Merion Simmons	164 Grosvenor Ave N
Eleann. West	193 Balmoral Ave. N. # 4

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HELEN Chrysler - Shane & Sharlene's mom.

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George C. Feltner: 180 Ottawa St. N.
Apt. 204.

Rachel Kostuk

4 1/2 Ottawa St. N.

Sandy Kay

1123 Cannon E.

Mrs. Burrows

42 Campbell Ave

Wanda Huchlffe

1183 Cannon St. E.

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HELP OUR CROSSING GUARD.

NAME ADDRESS

Michelle - H. Harris 243 Balmoral N.
 Michelle Jackson 200 Balmoral N.
 Charlene Truwell 233 Balmoral N.
 Fifth L. Gimpler 210 Balmoral Ave N.
 Laura Lausky 211 Balmoral Ave N.
 Mary Cameron 193 Balmoral Ave N.
 D. J. Telen 139 Cannon St E.
 Shelly Whalen 20 Brant Haven Dr
 Carolyn Chetman 130 St. Josephs Dr. apt 805
 Mitchell Varga 34 Robins Ave.
 Eric Andress 170 Kensington Ave N.
 Smoore Wadman 1161 Cannon St. E.
 Sarah Seward 104 Blake St
 Erin McHattie 174 Market St
 Chantelle Moir 241 Balmoral N.
 Miriam Simons 164 Grosvenor Ave N.
 Elann. West 193 Balmoral Ave. N. #4

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Helen Chrysler - Sharon & John

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City of
HAMILTON

OFFICE OF THE

6(a)

71 Main Street West, Hamilton
Tel. (905) 546-2700

1994 July 27

Tony Matthews
Chairman of Tenant and Relations Committee
Hamilton Senior Citizens Apartments Ltd.
800 - 255 King Street West
Hamilton, Ontario
L8P 1A8

Dear Mr. Matthews:

Re: Noise Complaints - 255 King Street West

At its meeting held 1994 July 26, City Council considered your correspondence dated 1994 July 14 respecting noise complaints at 255 King Street West and agreed that the matter be referred to the Transport and Environment Committee and the Chief of Police for the Region of Hamilton-Wentworth.

By copy of this letter, I am requesting that the Secretary of the Transport and Environment Committee place this matter on the Transport and Environment Committee's August agenda. The Secretary will be in contact with you respecting the particulars of the Transport and Environment Committee's August 22 meeting.

Further, as directed by City Council, I have forwarded a copy of your letter to the Chief of Police.

Should you require further information, please contact either myself or the Committee secretary, Mr. Kevin Christenson at 546-2728.

Yours truly,

for J. J. Schatz
City Clerk

c. Alderman V. Agro
Alderman Wm. M. McCulloch
Chief Robert Middaugh, Hamilton-Wentworth Regional Police
Mr. K. C. Christenson, Secretary, Transport and Environment Committee
Mr. F. Westaway, Noise Control Officer, Department of Public Works

CITY CLERK'S DEPARTMENT

MEMORANDUM

TO: Members of City Council

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: NOISE COMPLAINTS

DATE: 1994 July 18

Attached for your information is a copy of a letter dated July 14, 1994 along with a petition signed by residents of the Aubrey Jones Apartments, 255 King Street West, advising of continual noise problems and requesting enforcement of the Noise By-law as well as on-going monitoring of these issues.

For your information this letter and petition, which Mr. Matthews requested be formally submitted to City Council, will be placed on the agenda of the next City Council meeting along with a recommendation that it be referred to the Transport and Environment Committee and the Chief of Police.



c.c. J. C. Pavelka, Chief Administrative Officer
R. Middaugh, Chief of Police
C. Firth-Eagland, Acting Director of Public Works
K. Christenson, Secretary, Transport & Environment Committee



HAMILTON SENIOR CITIZENS APARTMENTS LIMITED

800 - 255 KING STREET WEST
HAMILTON, ONTARIO L8P 1A8

July 14, 1994.

City of Hamilton,
71 Main Street West,
Hamilton, Ontario.
L8N 3T4

*Received July 14/94
W. K. H.*

ATTENTION: City Clerk, Joe Schatz

RE: NOISE COMPLAINTS AFTER 11:00 P.M.

Dear Joe:

As per our recent phone conversation, I have enclosed a petition from tenants of our non-profit Seniors Apartments at 255 King St. W. (near Hess & King) regarding the continual noise problems occurring in this neighbourhood from 11:00 p.m. to 4:30 a.m. from several sources.

Specifically rear patios from restaurant establishments on Hess St. (east side) have frequently been the source of loud music and talk past 11:00 p.m. to 1:00-1:30 a.m. As well, the Tim Horton's location on King W. (just east of the building) has been a source of early morning (2:00-4:00 a.m.) noises from a group of motorcycles. Most recently, the new tenants of 243 King St. W., have been a loud source of noise (drums, music, voices (loud)). The most recent incident at this location was the early morning hours (from 1:30 a.m. - 4:30 a.m.) on July 14th, 1994.

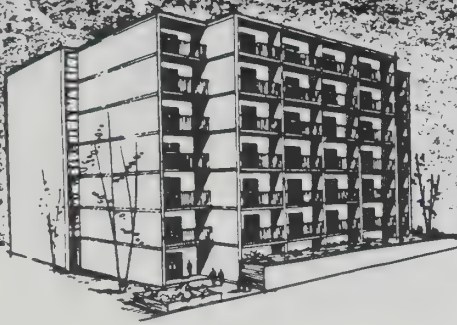
These sources of noise are proving to be a detriment to the quality of life to the tenants of the Aubrey Jones Apartments. We have experienced a loss of tenants recently related to the noise issue and have been informed others are considering moving as well.

We have made our tenants aware of the current noise by-law and who to reach to have it enforced. We have had a discussion with your staff in that department who have said it is difficult to respond to at these hours but they would follow up the next day. If a continual problem they indicated they could respond with special effort to come by in the evening.

When the police have been contacted the remarks from tenants indicates a lack of response or effort of a timely fashion.

continued.....





HAMILTON SENIOR CITIZENS APARTMENTS LIMITED

800 - 255 KING STREET WEST
HAMILTON, ONTARIO L8P 1A8

July 14, 1994.

Page 2
City Clerk, Joe Schatz

We realize there are budgetary restraints on all levels of government and that this impacts the ability to respond and prioritization processes are utilized. However, due to the constant level of complaints from so many tenants, the repeated lack of concern for others quality of life by certain parties, and, the frustration level experienced by our tenants we are requesting immediate monitoring of the noise levels in this area and strict enforcement of the noise by-law so our tenants have a measure of peace and quiet between the hours of 11:00 p.m. to 7:00 a.m. that they may enjoy the privacy of their apartments for the simple yet essential aspects of life like a good nights sleep.

We await a prompt reply and action plan to ensure these citizens can enjoy their rights.

Sincerely,

Tony Matthews
Chairman of Tenant & Relations Committee, 664-5654
Hamilton Senior Citizens Apartments Ltd.

c.c. V. Agro
B. McCullough
G. Couture, Seniors Association



PETITION

WE TENANTS OF 255 KING STREET WEST WOULD LIKE TO FILE A COMPLAINT ABOUT ON - GOING NOISE AND INFRACTIONS COMING FROM CERTAIN PROPERTIES ON HESS-KING STREET.(TIM HORTON'S AND MOTOR CYCLES) THESE INCIDENTS HAVE LASTED UNTIL 2:00 A.M. ON SEVERAL OCCASIONS. SUCH DISTURBANCES DISRUPT OUR QUALITY OF LIFE MAKING IT DIFFICULT IF NOT IMPOSSIBLE TO ENJOY THE PRIVACY OF OUR HOMES, PERTAINING TO SUCH THINGS AS CONVERSATION, T.V. VIEWING, AND BEING ABLE TO GET TO SLEEP.

AS SUCH WE REQUEST STRICT ENFORCEMENT OF ANTI NOISE BY-LAW, AND ON-GOING MONITORING OF THESE ISSUES.

JUNE 8,1994

TENANTS SIGNATURES FOR PETITION

Gladys Couture	Lorena Bryce
Betty Costello	Frank Packer
Charles Maltby	Mrs. Agnes C. Arvey
Wm. J. Maltby	H. S. Maltby
M. Franco	Louise Smith
Grace Johnson	Vera & Pat de Lanza
J. W. Clark	Joan Mikachuk
Muriel Foster	Ken & Gene Fayle
Louise Spelchuk	George & Lillian Lanning
Vern Humphrey	Lila Hoyle
Ralph Waldman	Agnes Armstrong
Mick, Chas. & Agn	Mrs. Mason
Don Carridge	Diane Lortie
Agnes Bryce	Gail Richards
Mary Luteney	James H. ...
Juliana O'Brien	A. P. ...
Frances Kalper	George & Lillian Harrison
Frank ...	Lorena Reid
Marion Carver	Ida Wills
Joe Paglia	GLORIA PILLON
Edna ...	

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

TO: Mr. C. Firth-Eagland
Acting Director
Public Works Department

YOUR FILE:

FROM: Mr. F. Westaway
Chief Noise Control Officer
Public Works Department

OUR FILE:
PHONE:

523-5670

SUBJECT: Noise Complaints - 255 King Street West

DATE: 1994 August 18

As per your request, I am forwarding an update of the Noise Control Department's investigations regarding 255 King Street West.

Please be advised that the Chief Noise Control Officer has met with the Police Department regarding loitering at Tim Hortons at Caroline and King Street West, they will be enforcing any concerns regarding loitering at that property.

This Department has contacted Mr. Tony Matthews, Property Manager and the building superintendent as well as residents of 255 King Street West with regard to the noise complaints.

Since our conversation three weeks ago, we have conducted weekend investigations of the property at 243 King Street West and the Tim Hortons. (Mr. Doug Duncan accompanied me on one of these nighttime investigations). We have advised Mr. Matthews of our investigations and our findings.

As a result of our investigations, we have issued written warnings and subsequently noise charges to the occupants of 243 King Street West. A noise violation fine in the amount of \$105.00 was issued, and should further noise complaints be received, criminal charges of mischief will be issued.

On Monday August 22nd, I am meeting with Debbie Bansley of Tim Hortons Head Office and a solicitor for Tim Hortons. I have invited Mr. Matthews to attend. At this time we will address all concerns regarding Tim Hortons.

We are compiling evidence against various establishments in the Hess Village area, and noise charges may be processed in the next few weeks.

We have kept Mr. Matthews completely up to date with our investigations and he appears to be satisfied with our efforts.

I will update you as our enforcement activities continue. Should you require any further information, please do not hesitate to call me.

OFFICE OF THE CITY CLERK

MEMORANDUM

6(b)

TO: Kevin C. Christenson
Legislative Assistant
City Clerk's Department

YOUR FILE:

FROM: Mr. J. J. Schatz
City Clerk
City Clerk's Department

OUR FILE:

PHONE: 546-2727

SUBJECT: Council Correspondence
Provincial 3R's and CFC Regulations

DATE: 1994 July 27

At it's meeting held 1994 July 26, City Council referred the attached correspondence dated 1994 July 21 from the Regional Municipality of Hamilton-Wentworth regarding the Provincial 3R's and CFC Regulations to the Transport and Environment Committee.

Would you please ensure that this item is placed on the Transport and Environment Committee's August agenda.

*D. ? Hollowell for
J. J. Schatz*



REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Rallo, Deputy Clerk

July 21, 1994

Mr. Joseph J. Schatz
Clerk
City of Hamilton
71 Main Street West
2nd Floor
Hamilton, Ontario
L8N 3T4

OFFICE OF THE CITY CLERK	
JUL 21 1994	
REC. BY <i>scf</i>	DATE
REF'D. TO	DATE
REF'D. TO	DATE
REF'D. TO	DATE
ACTION: <i>CC - ref to TSK</i>	

Dear Mr. Schatz:

Regional Council at its meeting held Tuesday, July 19, 1994, approved Item 2 of the Environmental Services Committee Report 8-94, as follows:

2. Update re: Provincial 3R's and CFC Regulations (ENV 94-071)

That Report ENV 94-071 be forwarded to all area municipalities for their information. **Item 2.2**

Attached for your information, please find a copy of staff report ENV 94-071 entitled "Update re: Provincial 3R's and CFC Regulations" which is the background material for this item.

Should you have any questions or concerns respecting this item, please do not hesitate to contact our office.

Yours truly,

Lynda Sohal (Ms.)
Legislative Assistant

LS/

attach.

c.c. Mr. P. J. Halliday, Senior Director, Environmental Services Department

REGION OF HAMILTON-WENTWORTH**-RECOMMENDATION-**

DATE: June 29, 1994
E309-20 (P.Jensen)

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: Update re Provincial 3R's and CFC Regulations (ENV 94-071)

RECOMMENDATION:

That Report ENV 94-071 be forwarded to all area municipalities for their information.



P. J. Halliday**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Ministry of Environment and Energy representatives have said that the Region and area municipalities would be in compliance with the Leaf and Yard Waste Composting regulation if an approved budget and an operating plan for 1995 are in place as of January 1st, 1995. Regional and area municipal staff are currently working on the development of a strategy for consideration by Regional and Area Councils. A budget for the establishment and operation of a leaf and yard waste composting site will be drafted for inclusion in the annual budget deliberation process.

Compliance with respect to the recycling regulation in multi-residential buildings may impact current policy, increase staffing, and increase the Contract Fee as awarded by Regional Council annually to Third Sector as part of the budget deliberation process. A full analysis of the impact of this part of the regulation will be forwarded for consideration by Regional Council at a later date.

Cont'd...



REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Rallo, Deputy Clerk

July 21, 1994

Mr. Joseph J. Schatz
Clerk
City of Hamilton
71 Main Street West
2nd Floor
Hamilton, Ontario
L8N 3T4

OFFICE OF THE CITY CLERK	
JUL 21 1994	
REC. BY <i>SP</i>	DATE
REF'D. TO	DATE
REF'D. TO	DATE
REF'D. TO	DATE
ACTION: <i>C.C. - Ref to TSE</i>	

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Yours truly,

Lynda Sohal (Ms.)
Legislative Assistant

LS/

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Cont'd...

Update re Provincial 3R's and CFC Regulations

FINANCIAL/STAFFING/LEGAL IMPLICATIONS (cont'd):

Compliance with the CFC regulation is December, 1995, and will require that a budget for the establishment and operation of a white goods collection and CFC removal program be drafted for inclusion in the annual budget deliberation process. While the impact may be minimal in 1995 since the Region and area municipalities will be required to comply for a single month only, this activity will have a more pronounced impact in 1996 and beyond.

Failure to comply with these regulations would result in charges under the Environmental Protection Act. The specific fines have not yet been determined.

BACKGROUND:

3Rs Regulations

On March 3, 1994, the Provincial 3Rs regulations were filed and became law. The compliance date for municipalities in Southern Ontario is January 1, 1995. An extension until 1996 of the compliance date for Leaf and Yard Waste composting, as requested by Regional Council at its meeting held July 20, 1993, Item 17, was not granted. The responsibility to comply lies with the area municipalities, however, the Region has the responsibility to assist the area municipalities in their efforts to meet the regulations.

Municipal programs are impacted directly by Ontario Regulation 101/94, *Recycling and Composting of Municipal Waste*. Specific compliance requirements are discussed below:

Backyard Composting:

Under Regulation 101, Part II, a backyard composting program, regardless of whether or not the composters are subsidized, must be available to residents through a municipally operated program. This applies to all municipalities with populations of 5,000 or greater, and therefore impacts all Area municipalities. A program is currently operated by the Region on behalf of the area municipalities, a practice that minimizes staffing redundancies between municipalities and takes advantage of the Region's experience in this area.

The regulation has no annual benchmark for either composters distributed or compostable waste diverted from landfill. This regulation requires that a communications program to instruct and inform residents about backyard composting must be in place.

Cont'd...

Update re Provincial 3R's and CFC Regulations

BACKGROUND (cont'd):

Leaf & Yard Waste Collection and Composting:

Under Regulation 101, Part II, Dundas, Hamilton, and Stoney Creek must establish Leaf & Yard Waste collection and composting systems.

Hamilton and Stoney Creek do not currently have a program. The Town of Dundas will be required to enhance their existing leaf collection program to include yard waste as well as update the method of composting that is carried out at their works yard.

This regulation also requires that a communications program to instruct and inform residents about leaf and yard waste composting must be in place.

Residential Recycling Programs:

With the possible exception of service to multi-residential buildings and complexes, the Region's curbside recycling program complies with, or exceeds, Regulation 101, Part II.

Municipal curbside recycling service must be available to all establishments that receive municipal garbage collection. The program has not yet been fully expanded to all eligible multi-residential buildings and complexes, since the provision of apartment recycling containers was removed from the Waste Management Capital Budget.

These buildings, however, are also regulated under 3R's Regulation 103/94, *Industrial, Commercial and Institutional Source Separation Programs*. Buildings consisting of six or more dwelling units must implement source separation programs by March 1, 1995. Building owners will be directly responsible for the internal logistics, capital and promotional elements required to operate recycling programs, relieving the Region of the responsibility of buying carts and other hardware.

In cases where the Region is required to provide service, however, and since improper participation by a multi-residential building can hurt the program more than help it (excessive contamination), the Region will need to monitor participation regularly and provide promotional support to ensure that participation is compatible with the program.

Cont'd...

Update re Provincial 3R's and CFC Regulations

BACKGROUND (cont'd):

Regional Buildings and Operations

Under Regulation 102/94, *Waste Audits and Waste Reduction Workplans*, office buildings, with at least 10,000 square metres of floor area, are among several sectors that are required by September, 1994, to conduct a waste audit and prepare a waste reduction plan. Under Regulation 103/94, *Industrial, Commercial and Institutional Source Separation Programs*, these office buildings will, by March 3, 1995, be required to implement source separation programs.

While this regulation may not impact the Region directly, owners of buildings in which Regional offices are located should be encouraged to comply with the regulations, where applicable.

Other Regional operations may be impacted by similar requirements under these regulations for *Large Construction Projects* and *Large Demolition Projects*, and project managers in these areas should also become acquainted with the requirements for these activities.

CFC Regulations

Regional Council at its meeting held February 15, 1994, approved Item 10 of the Environmental Services Committee Report 3-94, *White Goods Collection and CFC Removal Demonstration Project* (ENV 94-209). At that time CFC regulations were being anticipated for later in 1994, and a plan to meet municipal requirements, first as a funded demonstration project and then on an ongoing basis, was described in the report.

On March 29, 1994, the regulation went into effect. The date at which municipalities must collect separately CFC bearing appliances for the purpose of properly removing any CFCs is December 1, 1995.

PJ/

cc: Members, Waste Management Coordinating Committee

As per the direction of City Council, would you please ensure that this item is placed on the Transport and Environment Committee's August agenda and that the Director of Public Works prepares the requested report for the Committee's consideration.

*A. J. Holcomb for
J. J. Schatz*

KCC
attach.

c. Mr. C. Firth-Eagland, Acting Director, Public Works Department

"A"

Subjoined is a copy of Section 47 of the Seventh Report for 1992 of the Transport and Environment Committee adopted by City Council at its meeting held June 30, 1992.

47. That the construction of an independent concrete curb on the east side of Upper Kenilworth Avenue from Landron Avenue to Limeridge Road proceed as a Local Improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of forty-six thousand, one hundred dollars (\$46,100.) as provided in the 1992 portion of the 1992 - 2001 Capital Budget with a City's share of forty-six thousand, one hundred dollars (\$46,100.); and,
- (a) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and,
 - (b) That the Senior Director of Roads be authorized to construct these works once all of the necessary approvals have been received.



Subjoined is a true copy of Item 5(b) of the TWENTY-FIRST Report of the Finance and Administration Committee as adopted by City Council at its meeting held 1992 October 27.

5. That as referred to in Section 29 of the Eleventh Report for 1992 of the Transport and Environment Committee, the City Solicitor be authorized to make application to the Ontario Municipal Board for approval to construct the following projects:
- (a) Upper Paradise Road east side from Stone Church Road to approximately 187m southerly and from approximately 86m south of Skyview Drive to approximately 83m southerly - independent concrete sidewalk at an estimated gross cost be revised from \$27,700. (OMB No. E920755 dated 1992 August 28) to \$47,700. with a City's share being revised from \$7,964. to \$27,964. with an additional cost of City's share of \$20,000. to be financed from 1992 Capital Levy and the balance of \$19,736., being the Owner's share, remaining unchanged, to be financed by the issuance of debenture for a period not to exceed 20 years.
 - (b) Upper Kenilworth Avenue east side from Landron to Limeridge - concrete curb at an estimated cost of \$46,100., being the City's share be revised to \$56,100. with an additional cost of the City's share of \$10,000. to be financed from 1992 Capital Levy.
TABLED.
 - (c) Limeridge Road south side from Upper Wellington Street to approximately 263m easterly and from approximately 376m east of Upper Wellington Street to approximately 69m easterly - independent concrete sidewalk at an estimated gross cost be revised from \$50,000. to \$60,000., with a City's share being revised from \$25,588.80 to \$35,588.80 with an additional cost of the City's share of \$10,000. to be financed from 1992 Capital Levy and the balance of \$24,411.20, being the owner's share remaining unchanged, to be financed by the issuance of debenture for a period not to exceed 20 years.



CITY OF HAMILTON
- RECOMMENDATION -

Please → 800-0624

DATE: 1992 June 11

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Acting Director of Public Works

SUBJECT: Proposed Construction of an Independent
Concrete Curb on the East Side of
Upper Kenilworth Avenue Between
Landron Avenue and Limeridge Road

RECOMMENDATION:

- a) That the construction of an independent concrete curb on the east side of Upper Kenilworth Avenue from Landron Avenue to Limeridge Road proceed as a Local Improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of forty-six thousand, one hundred dollars (\$46,100.) as provided in the 1992 portion of the 1992 to 2001 Capital Budget with a City's share of forty-six thousand, one hundred dollars (\$46,100.); and,
- b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and,
- c) That the Senior Director of Roads be authorized to construct these works once all of the necessary approvals have been received.

D. Lobo,
Acting Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1992 to 2001 Capital Budget. This project will reduce the funds available in the City's Share to \$471,546.06 and the Gross Cost to \$1,023,600.00.

BACKGROUND:

The Parks Division of the Public Works Department has requested the construction of an independent concrete curb on the east side of Upper Kenilworth between Landron Avenue and Limeridge Road to provide better control for parking in this area and to allow for the completion of landscaping on the road allowance up to the new curb line. The location of the proposed project is shown on the attached plan.

RPM:bk
Atch.

cc: A. Ross, City Treasurer
Treasury Department
ATTN: N. Adhya, Manager of Budgets

G. Lawson, Commissioner
Finance Department

A. Georgieff, Director
of Local Planning

R. Chrystian, Manager
of Parks Division - Public Works Department
ATTN: D. Cowan, Superintendent

E. M. Gill, Senior Director
Roads Department

CITY OF HAMILTON
- RECOMMENDATION -

800-0624

DATE: 1992 October 8

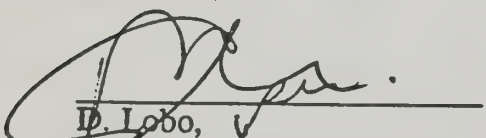
REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Director of Public Works

SUBJECT: Increased Costs for Three Local Improvement Projects

RECOMMENDATION:

- a) That the estimated costs in the following Local Improvement Projects be increased:
- i) Upper Paradise Road east side from Stone Church Road to 187m southerly and from 86m south of Skyview Drive to 83m southerly - construction of independent concrete sidewalk. The increase in the approved City share from \$7,964. to \$27,964.
 - ii) Upper Kenilworth Avenue east side from Landron to Limeridge - construct concrete curb. The increase in the approved City share from \$46,100. to \$56,100.
 - iii) Limeridge Road south side from Upper Wellington to 263m easterly and from 376m east of Upper Wellington to 69m easterly - construct independent concrete sidewalk. The increase in City share from \$25,588.80 to \$35,588.80., and,
- b) That the Finance and Administration Committee be requested to recommend a source of funds for these increased costs.


D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1992 to 2001 Capital Budget. The approval of these works will reduce the balance available in the City's share to \$398,947.66.

The Region has received a tender for the above-noted Projects. The tender costs for Limeridge Road and Upper Kenilworth Avenue are \$10,000. in excess of the estimates for these Projects and the tender cost for Upper Paradise Road is \$20,000. in excess of the estimates. The majority of the increased costs pertain to a retaining wall on Upper Paradise Road. The increased costs on Limeridge Road and Upper Kenilworth pertain to several items in the Engineer's estimates.

BACKGROUND:

These works were approved by Council on the following dates:

1. Upper Paradise Road - Item 25, 6th Report of the Transport and Environment Committee, 1992 May 12
2. Upper Kenilworth Avenue - Item 47, 7th Report of the Transport and Environment Committee, 1992 June 30
3. Limeridge Road - Item 34, 8th Report of the Transport and Environment Committee, 1992 July 28

RPM:DL:bk
RPM

cc: A. Ross, City Treasurer
Treasury Department
ATTENTION: Mr. G. Keith, Senior Accounting Clerk I

P. Noe Johnson, City Solicitor
Law Department

G. Lawson, Commissioner
Regional Finance Department

S. Reeder, Secretary
Finance and Administration Committee

D. Y. Onishi, Director
Design and Construction
Regional Roads Department

ROBERT M. MORROW
MAYOR



7.

August 3rd, 1994

MEMO TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mayor Robert M. Morrow

SUBJECT: PARKING FACILITIES NEAR the
T H & B/GO STATION, HAMILTON

I recommend that the committee revisit the issue of the provision of parking near the TH & B/GO Station at the next meeting of the Transport and Environment Committee meeting.

Please note the attached memorandum from J. J. Schatz to the General Manager, Hamilton Parking Authority re the decisions taken in February 1993.

RMM/DC/pb.

Attach.

cc: Ald. Henry Merling, Chairman, Transport and Environment Committee
Joe Pavelka, Chief Administrative Officer
Allan Ross, City Treasurer
Peter Baker, General Manager, Hamilton Parking Authority



City Hall
71 Main Street West, Hamilton, Ontario Canada L8N 3T4
Telephone: (905) 546-2790
Fax: (905) 546-3915 546-2448 (TDD Only)

CITY CLERK'S DEPARTMENT

MEMORANDUM

RECEIVED

MAR 01 1993

TO: Peter Baker
General Manager
Hamilton Parking Authority

YOUR FILE:

FROM: J. J. Schatz
City Clerk

PARKING AUTHORITY
OF THE CITY OF HAMILTON

OUR FILE:
PHONE:

546-2727

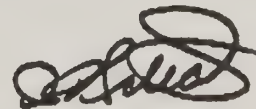
SUBJECT: Health Building Site on Hunter
Street between James and Hughson
Streets.

DATE: 1993 February 26

This will confirm that City Council at its meeting held Tuesday, 1993 February 23rd, approved Section 2 of the Fourth Report for 1993 of the Finance and Administration Committee, respecting the development of the Health Building Site on Hunter Street between James and Hughson Streets as follows:

- "(a) That the City of Hamilton and the Parking Authority not proceed with the development of the Health Building Site on Hunter Street between James and Hughson for the next 5 years; and
- (b) That the Parking Authority pursue the development of structured parking in the Downtown area, specifically to service the two Downtown Hotels - the Royal Connaught Hotel and the Holiday Inn."

Trusting that confirmation of this matter is of assistance to you in taking the appropriate action.



JJS/SKR/dbm

- c.c. - J. Pavelka, Chief Administrative Officer
- A. Ross, Treasurer
 - Susan K. Reeder, Secretary, Finance and Administration Committee
 - Council File

CONSENT AGENDA

Transport and Environment Committee
Monday, 1994 August 22
9:30 o'clock a.m.
Room 233, City Hall

2.

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1994 July 18.

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

- (a) Pescara Avenue - Request for a Commercial Vehicle Loading Zone
- (b) Third Avenue Between Beach Boulevard and the Northerly End
- (c) Afton Avenue Between Lorne Avenue and Prospect Street
- (d) No. 20 Aikman Avenue - Request for a Reserved Permit Parking Space for a Disabled Resident
- (e) No. 46 Mars Avenue - Request for a Reserved Permit Parking Space for a Disabled Resident
- (f) North Side of Sanders Boulevard, East of West Park Avenue - Request for a Wheelchair Loading Zone
- (g) Broadway Avenue between Main Street West and Sussex Street
- (h) Locke Street South between Canada Street and Main Street West

ii. Intersection Control

- (a) Intersection of Myler Street and Milton Avenue and Myler Street and Westinghouse Avenue
- (b) Intersection of Upper Kenilworth Avenue and Fern Place - Corner Clearance

(c) Intersections of Beechwood Avenue and Lottridge Street and Rosemont Avenue and Lottridge Street

- iii. Upper Ottawa Bus Route - Bus Stop Relocations
- iv. Cranbrook Drive and Garrow Drive - School Crossing Guard
- v. No. 176 Ferguson Avenue South - Discharge of a Residential Boulevard Parking Agreement
- vi. Application to Lease a Portion of the Boulevard of Vine Street Adjacent to No. 95 MacNab Street North (Hung Cheung Super Market)
- vii. Appoint of Parking Control Officers
- viii. Purchase of Traffic Control Equipment - Sherman Access Lane Control

C. ACTING DIRECTOR OF PUBLIC WORKS

- i. Closure of Public Works Department Streets Division Capital Projects
- ii. Permission to Advertise Narrowing of Stuart Street Between MacNab and Bay Streets

D. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. Neighbourhood Street Festivals
- ii. 1994 Servicing Expenditures Related to Subdivisions
- iii. Encroachment Agreement: 94 Weir Street North
- iv. Incorporating Certain City Lands Into Various Streets by By-Law
- v. Temporary Closure of Ayr Avenue
- vi. Construction of Delta Drive
- vii. Request to Place Newspaper Vending Boxes on City Road Allowances
- viii. Closing of Capital Project Accounts

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

A.

Monday, 1994 July 18
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman Merling, Chairperson
Alderman Agro, Vice-Chairperson
Mayor Morrow
Alderman D'Amico
Alderman Wilson
Alderman Kiss
Alderman Eisenberger
Alderman Morelli

Regrets: Alderman Jackson

Also present: Alderman Drury
Alderman Copps
Alderman McCulloch
Alderman Agostino
Alderman Cooke
Bernice Price, Hamilton Safety Council
Joe Pavelka, Chief Administrative Officer
Ted Gill, Regional Engineering
Reg Meiers, Department of Public Works
Murray Main, Director of Traffic Services
Marty Hazell, Traffic Services Department
Chris Firth-Eagland, Department of Public Works
Bob Chrystian, Department of Public Works
Mike Watson, Property Department
Chief George Baker, Fire Department
Peter Baker, Manager, Parking Authority
Lorne Farr, Law Department
Tina Agnello, Acting Secretary

1. PUBLIC MEETINGS

(a) Addition to Outdoor Boulevard Cafe - 1491 Main Street East

Correspondence was received by a Ms. Ruth Barry of 30 Barons Avenue North in Hamilton dated 1994 July 13. Mr. Ted Gill was present and explained that the proposal is for a restaurant located at Main and Barons Avenue in Hamilton. They are requesting permission for an existing patio extension to exist. The wood patio has already been built and the residents are complaining about the existence of the patio.

Mr. Tony Aceti, Owner and Operator of Aceti's Restaurant was present. He explained that the patio is now located over where a previously large planter existed. There were no complaints with the large planter and now people are complaining about the patio.

Mrs. Martha Buntain of 37 Barons Avenue North explained that she is speaking on behalf of concerned residents and owners of property in the area; she is a long term resident and explained that previously a grocery store was on the location where Aceti's is presently.

In 1988 February, the premises was expanded without a permit and following this the Committee allowed permission for the expansion because the expansion was already existing. She objected to the owner of Aceti's doing the same in this instance. She explained that other people have been forced to tear down their non-conforming uses and that Mr. Aceti should also be forced to do the same. She advised of various

neighbours in the area who have had complaints with regard to noise, drunken behaviour of people frequenting the Aceti's establishment and also problems with traffic and parking. Mrs. Buntain concluded by stating that this proposal should not be allowed otherwise it would set a dangerous precedent. She requested that the application be denied and that the illegal extension be removed. Mrs. Buntain presented letters and petitions from neighbours to the Secretary all in objection to the proposal.

Mr. Dave Deviers of 23 Barons Avenue North was present and stated that the petition is signed by people who are also outside the 400 ft. area who are affected by Aceti's. He was concerned with safety especially with regard to making a right hand turn onto Barons Avenue; he felt that this is a blind area. Mr. Deviers was also concerned with safety for fire vehicles not being able to properly access buildings from the street because of the parking congestion.

Mr. John Williams of 34 Cameron Avenue North was present and stated that parking is a problem especially in light of the fact that the establishment only has 3 parking spots which are used by staff.

Ms. Sandra Lemp of 18 Barons Avenue North was present and stated that she has a handicapped child at her residence and there is a handicapped sign in front of the establishment which is always being blocked by vehicles. She also stated that noise is a concern.

Mr. Len Rolf of 30 Cameron Avenue North was present and stated that he was concerned with the deck being built without prior approval.

Alderman Wilson stated that the neighbourhood residents' concerns are quite valid and that as such the application should be denied and the obstructions should be removed from the road allowance.

A discussion ensued with regard to permit parking and Alderman Wilson stated that permit parking would only shift the problem elsewhere.

Mr. Peter Baker of the Parking Authority advised that there is a public parking area at Cope and Main Streets but it's not heavily used during the day or during the evenings.

Alderman Eisenberger raised the question of whether or not a fine could be charged in this situation.

Alderman Agro felt that denial of the application would not eliminate the problems which already exist regarding parking and noise.

As recommended by Senior Director Roads Department in their report dated 1994 July 12, the Committee recommended to Council as follows:

That the application of Aceti's Restaurant at 1491 Main Street East, to extend the existing outdoor boulevard cafe on Barons Avenue North be denied and that the applicant be instructed to remove the encumbrance from the City road allowance.

(b) Temporary Closure of the Portion of Ferguson Avenue between Queen and Rebecca Streets

Mary Pocius of the B. I. A. was present in support of this application as recommended by the Senior Director, Roads Department, in their report dated 1995 July 7; the Committee recommended to Council as follows:

- (a) That the application of International Village B.I.A. to temporarily close Ferguson Avenue North from King Street to Rebecca Street, excluding the intersection at King William Street, every Sunday and statutory holiday from July 26, 1994 to October 16, 1994, for a street market, be approved, subject to the following conditions:
 - (i) That approval from Regional Police Services be received; and,
 - (ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region of Hamilton-Wentworth as added insureds, with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,
 - (iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services; and,
 - (iv) That all barricading be supplied by and at the expense of the applicant; and,
 - (v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services at the expense of the applicant; and,
 - (vi) That the applicant ensure that clean up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer; and,
 - (vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
 - viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services; and,
- (b) That Council be authorized to adopt a By-law to temporarily close Ferguson Avenue North from King Street to Rebecca Street, excluding the intersection at King William Street, every Sunday and statutory holiday from 8:00 am to 6:00 pm from July 31, 1994 to October 16, 1994.

2. DELEGATION

Alderman Morelli Blake Street between Maplewood Road and Cumberland Avenue - Parking Regulations

Alderman Morelli stated that there are grave problems with parking in the area and that parking should not be allowed between 9:00 a.m. and 5:00 p.m.

Chief Baker stated that the main concern is that the street is too narrow to accommodate fire apparatus which would only have 1 1/2 ft. clearance on each side. This clearance may be further reduced in the winter due to snow. In addition, the apparatus is sometimes extended by various feet through other attachments and this would not be possible on this street.

Alderman Drury concurred with Alderman Morelli that this area is not different from other areas in Hamilton and that the parking shortage is critical.

In response from a question by Alderman Eisenberger, Lorne Farr replied that the City may be liable if Fire Department apparatus is not able to manoeuvre through this street.

In response to another concern from Alderman Eisenberger, Lorne Farr suggested that even if waivers are granted by residents of the neighbourhood, that third parties can still name suits should there be a fire or any other accidents.

A motion was placed on the floor to approve parking on the street between 9:00 a.m. and 5:00 p.m. and was lost.

Subsequently, the Committee approved the recommendation of the Director of Traffic Services dated 1994 May 24 that no action be taken on the request to remove the existing 9:00 a.m. to 5:00 p.m. Monday to Friday regulation on the east side of Blake Street between Maplewood Avenue and Cumberland Avenue.

3. SENIOR DIRECTOR OF ROADS DEPARTMENT

Proposed Closure of East/West Alley Adjacent to Municipal #13 Walnut Street North to 34.83m Westerly

Keith Davis representing Leathers of 183 King Street was present. He stated that he understood that access to the alley would be granted and that it would be paved and ploughed by the Parking Authority.

Alderman Merling clarified that only the strip in front of Walnut Street is to be paved and ploughed.

In response to questions to the remainder of the alley, the Mayor advised that the fate of the remainder cannot be determined at this point and that if people want servicing for the remainder of the alley this must be done through local improvement. As recommended by the Senior Director, Roads Department in a report dated 1994 July 12, the Committee recommended to Council as follows:

- (a) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the East/West Alley adjacent to #13 Walnut Street North, from Walnut Street North to 34.83m Westerly; and,

- (b) That the Applicant register a reference plan prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner, and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor; and,
- (c) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and
- (d) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1990; and,
- (e) That the applicant provide an easement to Hamilton Hydro-Electric System for their existing plan within the closure area; and,
- (f) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owners.

4. SECRETARY, PLANNING AND DEVELOPMENT COMMITTEE

Walkway Closure at 300 -304 St. Andrews Drive

Alderman Agostino was present to speak on this matter. He advised that a letter from the Police Department has been attached to the agenda requesting that the walkway be closed. He also stated that affordability is an issue in this matter.

Alderman Merling suggested that the request before the T. & E. Committee is premature since it must first be dealt with at a public meeting through the Planning and Development Committee.

Following a brief discussion, the Committee moved to receive the report of the Secretary of the Planning and Development Committee dated 1994 June 30.

5. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting held 1994 June 20 were adopted as circulated.

**THE COMMITTEE MOVED TO APPROVE VARIOUS
RECOMMENDATIONS IN REPORTS TO THE COMMITTEE AND
RECOMMENDED TO COUNCIL AS FOLLOWS:**

B. DIRECTOR OF PUBLIC WORKS

- (a) **Green Streets Canada, Municipal Tree Planting Recognition Program - dated 1994 June 23:**
 - (i) That the Tree Planting - Bare Root Centre No. 60404 and the Tree Planting - Large Caliper Centre No. 60402 item lines in the Public Works Department Streets Budget, not be considered as possible reduction packages during the 1995 current budget

submissions so that the City of Hamilton can be eligible for an equal cost sharing program up to \$100,000.00 sponsored by Green Streets Canada - Municipal Tree Planting Recognition Program; and,

- (ii) That the Mayor and City Clerk be authorized on behalf of City Council to enter into an agreement with Tree Plan Canada (Green Streets Canada) confirming the City's commitment to the program in accordance with criteria attached in Appendix "A"; and,
 - (iii) That the Law Department be authorized to prepare any required documentation relative to the City of Hamilton's involvement in the Tree Plan Canada (Green Streets Canada) program.
- (b) **Construction of Combined Sidewalk in Curb on the South Side of Brock Street from John Street to Approximately 24m East of Hughson Street dated - 1994 July 11:**
- (i) That the construction of a combined sidewalk and curb on the south side of Brock Street from John Street to approximately 24m east of Hughson Street (frontage of 10 Brock Street) proceed as a local improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of \$27,800 with a City's Share of \$21,568.00 and an Owner's Share of \$6,232.00 all as provided in the 1994 portion of the 1994-2003 Capital Budget; and,
 - (ii) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project, and,
 - (iii) That the Commissioner of Transportation/Environmental Services be authorized to construct these works once all the necessary approvals have been received.

C. DIRECTOR OF PROPERTY

- (a) **Offer to Purchase Hamilton Medical Arts Building, Limited Alley Closure at 1 Young Street, Hamilton dated - 1994 July 7:**
 - (i) That an Offer to Purchase (Highway Closure), duly executed by Hamilton Medical Arts Building, Limited (Zennon Kiss, President) on 1994 June 8, and scheduled to close within (30) days of completion of the conditions as set out in the Agreement, but in any event no later than 1995 August 3, for the sale of part of Lots 149, 150, 164 and 165 of the Plan of Subdivision known as George Hamilton Survey, Registered Plan 1431, having a frontage of 3.96 metres (13 feet) more or less, along the northerly limit of Young Street, by a length of 27.35 metres (89.75 feet) more or less, being irregular in shape and comprising a total area of 148.5 square metres (1,599 square feet) more or less, and designated as Part 7 on Plan 62R-12633 and lying directly east of municipal address 1 Young Street, Hamilton, be approved and completed, and the funds derived

from this sale of \$35,000. be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases); and,

- (ii) That the required deposit cheque is the amount of \$3,500. be held by the City Treasurer pending Council approval; and,
 - (iii) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.
- (b) **Lease of City Hall Lands on Queenston Road Westerly from Kenora Avenue to Cara Operations Limited dated - 1994 July 7:**
- (i) That the City of Hamilton renew the lease with Cara Operations Limited for the City owned lands on the north-west corner of Queenston Road and Kenora Avenue, known as 771 Queenston Road, along with a closed portion of Kenora Avenue, comprised of an area of 1,754 square metres (18,874 square feet) more or less, for the period 1993 December 10 to 1994 December 9, at a rental rate of \$19,440. per annum, plus realty taxes (\$8,294.14 for 1994) and that revenue from this rental location be credited to the Account No. CH 44104 31106 (Civic Properties Rented - Rentals); and,
 - (ii) That the City Solicitor be authorized to prepare the necessary lease agreement for this location; and,
 - (iii) That the Mayor and City Clerk be authorized and directed to execute the Lease Agreement.
- (c) **Transfer of Berm Easement - Part 1, Plan 62R-2525, Rear of 293 Limeridge Road West dated - 1994 July 7:**
- (i) That transfer of a berm easement to the Regional Municipality of Hamilton-Wentworth, located along the rear of 293 Limeridge Road West, shown as Part 1 on Plan 62R-2525, containing 5,250 square feet (487.73 square metres) more or less, be approved; and,
 - (ii) That the City Solicitor be directed to prepare all the necessary documents to effect this transfer.

D. **SENIOR DIRECTOR, ROADS DEPARTMENT**

- (a) **Encroachment Agreement: 18 - 24 James Street South dated - 1994 July 6:**

That the application of The Endfield Group, formerly Grindstone Properties Ltd., to amend the existing encroachment agreement for 18-24 James Street South, to include the widening of the existing raised driveway to measure 5.0m and to erect and maintain a retaining wall measuring 8.80m x 0.6m, encroaching onto the MacNab Street South road allowance, be approved during the pleasure of Council provided:

- (i) That the owner enter into an amended agreement satisfactory to the City Solicitor and Commissioner of

Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(ii) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(iii) That the applicant pay a first year fee of \$252.

(b) **Encroachment: 252 Beechwood Avenue dated - 1994 July 6:**

That the application of M. and R. Belliveau, owners of 252 Beechwood Avenue, to erect and maintain steps measuring 1.20m x 0.95m, encroaching onto the Beechwood Avenue road allowance, be approved during the pleasure of Council provided:

(i) That the owners enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(ii) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(iii) That the applicant pay a first year fee of \$252. and an annual fee of \$20.

(c) **Banner Application - Macedonian Orthodox Church Diocese dated - 1994 June 27:**

That the application of the St. Naum of Ohrid Macedonian Orthodox Church (235 Kensington Avenue North, Hamilton) to display a promotional banner across Main Street West in front of City Hall from August 29, 1994 to September 5, 1994, with the message "Sept. 2-5 - 20th Annual Convocation of the American Canadian Macedonian Orthodox Church Diocese", be approved.

(d) **Incorporating Certain City Lands into Various Street by By-law dated - 1994 July 7:**

(i) That the following City lands be incorporated into the streets as noted in Appendix "B":

Limeridge Road	Parts 1,3,4	Plan 62R-8083
Upper Paradise Road	Part 6	Plan 62R-12388
Acadia Drive	Part 4	Plan 62R-11281
Butler Drive	Part 5 and	Plan 62R-11281
	Part 3	Plan 62R-11281

(ii) That the By-laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council; and,

(iii) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

(e) **1994 Servicing Expenditures Related to Subdivisions dated - 1994 July 6:**

- (i) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in:

" DICENZO GARDENS - PHASE 5 ", Hamilton

City's Share \$ NIL Owner's Share - \$ 30,996.; and,

- (ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "DiCenzo Gardens - Phase 5", Hamilton as well as any other related documents for this subdivision subject to the approval of the City Solicitor; and,
- (iii) That the approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered; and,
- (iv) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for pre-servicing.

(f) **Temporary Street Closure: Hess Village Grand Prix Cycling Race - 1994 August 1 dated - 1994 July 7:**

That the application of Cycle Hamilton to temporarily close Hess Street from King Street to Main Street, George Street from Queen Street to Ray Street and Ray Street from George Street to King Street on Monday August 1, 1994, from 10:00 am to 6:00 pm in order to hold the annual Hess Village Grand Prix Bicycle Race, be approved, subject to the following conditions;

- (i) That approval from Regional Police Services be received; and,
- (ii) That the applicant provide proof of \$3,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,
- (iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services; and,
- (iv) That all barricading be supplied by and at the expense of the applicant; and,
- (v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Director of Traffic Services; and,

- (vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer; and,
- (vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(g) **St. Mary's Holy Spirit Festival: Closure of Sheaffe Street from Park Street Easterly - 1994 July 2 - 3 dated - 1994 July 12:**

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of St. Mary's Church to close Sheaffe Street from Park Street easterly in order to hold a festival on Saturday July 2, 1994, from 4:00 p.m. to Sunday July 3, 1994, at 1:00 am, subject to the following conditions:

- (i) That approval from Regional Police Services be received; and,
- (ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and Region as an added insured party with a provision for cross liability, and holding the City and Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,
- (iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services; and,
- (iv) That all barricading be supplied by and at the expense of the applicant; and,
- (v) That "Temporary Road Closure" signs be installed in advance by the Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services; and,
- (vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and the expense of the event organizer; and,
- (vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- (viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services; and,
- (ix) That a temporary exemption from Noise Control By-law 79-292 be granted to the applicant.

E. DIRECTOR OF TRAFFIC SERVICES

(a) **Parking Regulations**

(i) **Stacey Street between Columbia Drive and Laurier Drive dated - 1994 July 15:**

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the south side of Stacey Street between Columbia Drive and Laurier Drive; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(ii) **No. 8 William Street - Request for Reserved Permit Parking Space for a Disabled Resident dated - 1994 June 15:**

- (a) That a "Permit Parking" regulation be implemented on the east side of William Street commencing at a point 63 feet north of Barton Street East and extending to a point 24 feet northerly therefrom; and,
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Linda Ezeleigh, 8 William Street; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly.

(iii) **East Side of Cathcart Street between Kelly Street and Cannon Street - One Parking Time Limit dated - 1994 June 21:**

- (a) That the existing "One Hour Parking Time Limit, 8:00 am to 8:00 pm, Monday to Friday" regulation on the east side of Cathcart Street between Kelly Street and Cannon Street be revised such that the regulation is in effect 24 hours a day, seven days a week; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(iv) **National Drive - No Parking dated - 1994 July 21:**

- (a) That a "No Parking" regulation be implemented on the south and east sides of National Drive commencing at Ellen Avenue and extending to a point 46 feet north of the north curb line of Derek Drive; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

- (v) **South Side of Dunsmure Road, West of Garfield Avenue South - No Parking dated - 1994 June 23:**
 - (a) That a "No Parking" regulation be implemented on the south side of Dunsmure Road, commencing at a point 70 feet west of Garfield Avenue South and extending to a point 17 feet westerly therefrom; and,
 - (b) That the City Traffic By-law 89-72 be amended accordingly.
- (vi) **Jackson Street East - No Parking dated - 1994 June 23:**
 - (a) That the existing "No Parking" regulation on the north side of Jackson Street East which commences at a point 120 feet east of Walnut Street South and extends to a point 44 feet easterly therefrom be lengthened such that the regulation commences at a point 120 feet east of Walnut Street South and extends to a point 68 feet easterly therefrom; and,
 - (b) That the City Traffic By-law 89-72 be amended accordingly.
- (vii) **No. 15 Holmes Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident dated - 1994 June 23:**
 - (a) That the existing "Permit Parking" regulation on the south side of Holmes Avenue commencing at a point 115 feet west of Emerson Street and extending to a point 24 feet westerly therefrom be removed; and,
 - (b) That the City Traffic By-law 89-72 be amended accordingly.
- (viii) **No. 538 James Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident dated - 1994 June 23:**
 - (a) That a "Permit Parking" regulation be implemented on the west side of James Street North commencing at a point 124 feet north of Macauley Street West and extending to a point 20 feet northerly therefrom; and,
 - (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Walter Powless, No. 538 James Street North; and,
 - (c) That the City Traffic By-law 89-72 be amended accordingly.
- (ix) **Ray Street South between Main Street West and George Street - Two Hour Parking Time Limit dated - 1994 June 23:**

Transport and Environment Committee

1994 July 18

- (a) That a "Two Hour Parking Time Limit, 8:00 am to 6:00 pm, Monday to Saturday" regulation be implemented on the east side of Ray Street South between Main Street West and George Street; and,
 - (b) That the City Traffic By-law 89-72 be amended accordingly.
- (x) **Forest Avenue - No Parking dated - 1994 June 27:**
- (a) That a "No Parking, 8:00 a.m. to 6:00 p.m., 7 days a week" regulation be implemented on the south side of Forest Avenue commencing at John Street South and extending to a point 128 feet westerly therefrom; and,
 - (b) That the City Traffic By-law 89-72 be amended accordingly.
- (xi) **Wood Street West between MacNab Street North and James Street North - Permit Parking dated - 1994 June 28:**
- (a) That a "Permit Parking" regulation be implemented on both sides of Wood Street West between MacNab Street North and James Street North; and,
 - (b) That the Director of Traffic Services be authorized to issue three parking permits to the residents of No. 32 Wood Street West and two parking permits per household to residents of Nos. 23 and 27 Wood Street West and one parking permit per household to residents of Nos. 9, 10, 15, 17, 18, 26, and 28 Wood Street West and any additional parking permits to a maximum of twenty-two on a first come first served basis to eligible residents in this block; and,
 - (c) That the City Traffic By-law 89-72 be amended accordingly.
- (xii) **No. 74 Pearl Street - Request for Reserved Permit Parking Space for a Disabled Resident dated 1994 July 4:**
- (a) That the existing "No Parking" regulation on the east side of Pearl Street which commences at a point 90 feet south of Peter Street and extends to a point 31 feet southerly therefrom, be replaced with a "Permit Parking" regulation; and,
 - (b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Eugene Miller, 74 Pearl Street; and,
 - (c) That the City Traffic By-law 89-72 be amended accordingly.

(xiii) **No. 86 Whitney Avenue - Request for Wheelchair Loading Zone dated 1994 July 4:**

- (a) That a "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Whitney Avenue commencing at a point 266 feet east of Leland Street and extending to a point 42 feet easterly therefrom; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Intersection Control**

(i) **Douglas Street and Mars Avenue dated - 1994 June 20:**

- (a) That northbound traffic on Douglas Street be required to stop for eastbound and westbound traffic on Mars Avenue; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(ii) **Rexford Drive and Ashtonwood Drive dated - 1994 July 8:**

- (a) That three-way stop control be implemented at the intersection of Rexford Drive and Astonwood Drive; and,
- (b) That conditions at the intersection be reviewed following the installation of a traffic signal at the intersection of Stone Church Road and Upper Sherman Avenue; and,
- (c) That the City Traffic By-law 89-72 be amended accordingly; and,
- (d) That the intersection control at Rexford Drive and Astonwood Drive be reviewed in the future following the installation of a traffic signal at the intersection of Upper Sherman Avenue and Stone Church Road.

(iii) **Questor Court and Quaker Crescent dated - 1994 July 11:**

- (a) That northbound traffic on Questor Court be required to stop for eastbound and westbound traffic on Quaker Crescent; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

(c) **Sanatorium Road - Pedestrian Safety dated - 1994 June 29:**

The Committee resolved that no action be taken on the request for a traffic signal on Sanatorium Road in front of the William Osler Health Institute.

- (d) **Rice Avenue between Mohawk Road West and Sanatorium Road - Through Street Designation dated - 1994 June 20:**

- (a) That the "Through Street" designation of Rice Avenue between Mohawk Road West and Sanatorium Road be removed; and,
- (b) That the City Traffic By-law 89-72 be amended accordingly.

F. SECRETARY, PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE

Pedestrian Safety in the City of Hamilton dated - 1994 June 24:

That the City Council endorse a recommendation of the Pedestrian Safety Advisory Committee that more policing is needed to enforce pedestrian safety in the City of Hamilton.

G. ACTING SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

As recommended in your Report dated 1994 July 12, the Committee attached a list of Information Items which were previously forwarded to members of the Committee under separate cover to be received for information:

- (a) Fennell Avenue East and High Street - School Crossing Guard dated - 1994 April 7.
- (b) Proposed Closure: East/West Alley Adjacent to Municipal #13 Walnut Street North to 34.83m Westerly dated - 1994 July 5.
- (c) Alley Closure: Mary to Walnut - Agenda Item 1994 July 18 dated - 1994 June 22.
- (d) Mayor's Downtown Task Force dated - 1994 June 17.

6. DIRECTOR OF TRAFFIC SERVICES

Intersection Control

- (a) **Beach Road and Rowanwood Avenue**

Aldermen Morelli and Drury were present and supported the application.

Contrary to the recommendation of the Director of Traffic Services dated 1994 June 13, the Committee recommended to Council as follows:

- (i) That a four-way stop control be implemented at the intersection of Beach Road and Rowanwood Avenue; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly

(b) **Westerly Intersection of Cumberland Avenue and Sanford Avenue South**

Aldermen Morelli and Drury were present and supported the application.

Contrary to the recommendation of the Director of Traffic Services dated 1994 June 13, the Committee recommended to Council as follows:

- (i) That a stop sign be implemented at the Westerly intersection of Cumberland Avenue and Sanford Avenue South; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

(c) **Dunsmure Road and Melrose Avenue South**

Aldermen Morelli and Drury were present and supported the application.

Contrary to the recommendation of the Director of Traffic Services dated 1994 July 4, the Committee recommended to Council as follows:

- (i) That four-way stop control be implemented at the intersection of Dunsmure Road and Melrose Avenue South; and,
- (ii) That the City Traffic By-law 89-72 be amended accordingly.

7. **SECRETARY, PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE**

Enforcement in "No Stopping" area, adjacent to Elementary Schools

As recommended in a report dated 1994 June 24 the Committee recommended to Council as follows:

That enforcement in "No Stopping" areas adjacent to schools be provided without giving the motorists an opportunity to move their vehicles, at the request of the abutting school.

8. **MAYOR R. M. MORROW**

(a) **Access Routes to the Harbour**

(b) **Beautification of Same**

The Mayor gave a brief summary of efforts made thus far regarding access routes and beautification of the Harbour. He requested a report back on beautification and upgrading of roads from the downtown to the Harbour and also of the roads near the Harbour area.

Following a brief discussion, the Committee resolved that Public Works, Parks Staff and the Roads Department staff prepare a report for a subsequent meeting of the Transport and Environment Committee with regard to:

- (a) The Beautification and upgrading of access routes from the downtown core to the Harbour; and,
- (b) The Beautification of roads near the Harbour area.

9. DOWNTOWN ACTION PLAN CO-ORDINATING COMMITTEE

Alleyway Snow Removal and Maintenance of Litter Containers and purchasing and care of Hanging Flower Baskets.

10. WESTDALE VILLAGE B.I.A.

Alleyway Snow Removal and Garbage Can Numbers and Maintenance

Dan Upsdell of the Westdale Village B.I.A. was present to speak on Items 9 and 10 and also Mary Pocius on behalf of all commercial groups in the B.I.A.'s was also present.

Mr. Upsdell stated that he has come before the Committee to request three things: firstly, that the Westdale Village B.I.A. would like to purchase eight additional garbage containers which he would like the City to maintain and to provide garbage pick-up three times per week; secondly, that the existing garbage bins in the Westdale Village B.I.A. be picked up three times per week whereas at present they are only picked up once per week; and thirdly, that the City provide snow removal for alleyways or at the least not impede the entrance of alleyways by snow-ploughing over them.

Chris Firth-Eagland advised that the cost for litter containers will be approximately \$2,400. and that the maintenance for the same eight containers for the remainder of the season will be approximately \$2,400. He added that the existing policy is that the adjacent property owners bag the garbage and place it out with their weekly garbage.

Following a brief discussion, the Committee resolved to recommend to Council as follows:

That an amount of \$2,400. be included in the Operating Budget for garbage pick-up to cover the cost of three times per week pick-up and maintenance for eight new litter containers in the Westdale Village B.I.A.; and that further, the existing garbage bins in the Westdale Village B.I.A. area be picked-up three times per week.

Mary Pocius was present to thank the Committee and the Mayor for the flowers and maintenance of the hanging baskets on behalf of the Downtown Action Plan Co-ordinating Committee and she urged the Committee to find money in its 1995 budget for the same hanging baskets and maintenance.

A discussion ensued with regard to snow removal and alleyways. The Committee determined that a more complete report with regard to the snow removal would be required prior to a decision being made.

Following discussion the Committee resolved that the Acting Director, Public Works and that the City Solicitor be requested to prepare a report for a subsequent meeting of the Transport and Environment Committee with regard to any liability that the City may have with regard to snow blockages of ingress or egress to alleyway access routes; and, also what the cost would be for the ploughing of these access routes not only for the Westdale Village B.I.A., but in alleyways throughout the City of Hamilton.

Alderman Merling added that at present it would cost one and one half million dollars to plough the alleys in the downtown core only. The cost for the rest of the City would make it prohibitive.

Alderman Wilson and Morelli concurred that financially it is not feasible to consider snow ploughing in alleyways.

11. DIRECTOR OF PUBLIC WORKS

Mayor's Task Force on Downtown Issues and Renewal

As recommended in a report dated 1994 June 1, the Committee recommended to Council as follows:

- (a) That the following initiatives of the Public Works Department be recognized as contributions to the Mayor's Downtown Renewal programme:
 - (i) The supply of floral plant material and planting of planters in the James Street North Business Area; and,
 - (ii) The supply and maintenance of 250 hanging baskets on King Street East and James Street South, in accordance with Hamilton-Wentworth Regional Council's direction; and,
 - (iii) The replacement of over 60 trees in hard surface areas within the downtown core, including new tree grates and paving stones, as required; and,
 - (iv) The removal of posters from poles, etc. on an on-going basis, in accordance with our by-laws; and,
 - (v) The cleaning, washing and painting of all garbage bins serving the downtown business community; and,
 - (vi) The re-initiation of efforts to join the redevelopment area east of Bay Street with Hess Village, through staff arranged meetings, between Downtown Hamilton BIA and International Village BIA, with a view to include discussions with the Sheraton Hotel, Lloyd D. Jackson Square, the Hess Village Association and the George Street Mall Authority; and,
 - (vii) The hosting of meetings with the Ward 2 Aldermen, Public Works Department staff, and business people within the area of James Street North and Barton Street to review various issues, including the benefits of forming Business Associations; and,
 - (viii) The upgrading of streetlighting on James Street, between Vine and Main Streets and on King Street, between Wellington and MacNab Streets; and,
 - (ix) The provision of mechanical street cleaning services from Wellington to Bay Streets and Barton to Main Streets, on a 3 times-per-week schedule and manual sidewalk cleaning 7 days a week; and,
 - (x) The painting of poles in the downtown core on King Street, from James Street to Mary Street and on James Street, from Main Street to King William Street; and,

- (xi) The upgrading of lighting in alleyways through the addition of 3 luminaries in the Downtown Hamilton BIA and 4 new luminaries in the International Village BIA; and,
- (b) That **consideration** be given in the 1995 Current Budget deliberations for expansion packages to provide enhanced services in the downtown core, as follows:
 - (i) Treat all assumed alleyways in the Central Business District as roadways vis-a-vis snow removal and maintenance at an annual cost of \$105,000.; and,
 - (ii) Provide full sidewalk snow clearing services in the downtown core at an annual cost of \$55,000.

The Committee made it clear that Item (b)ii of this Resolution was going forward for consideration in the 1995 Current Budget only.

12. **OTHER BUSINESS**

- (a) An added report was received from the Acting Director of Public Works regarding curbside garbage collection on Cheever and Williams - Relocation of service from alleyway to street dated 1994 July 14. Subsequently, the Committee resolved to recommend to Council as follows:

That the Director of Public Works be authorized to relocate the residential garbage collection from the alleyway between Cheever and William Streets from Birge to Barton to onstreet collection.

- (b) The Committee was in receipt of an added report from the Acting Director of Public Works regarding reducing grass clippings from household garbage pick-up dated 1994 July 18. The Committee subsequently resolved to recommend to Council as follows:

That the Director of Public Works be authorized to initiate a modest campaign to inform the public of the benefits of recycling and home composting of grass clippings.

- (c) The Committee was in receipt of an added report from the Senior Director of Roads Department regarding temporary road closure: Hess Street South between Main Street South and King Street dated 1994 July 15. A brief discussion ensued with regard to the funding for policing. Subsequent to this the Committee resolved to recommend to Council as follows:

- (aa) That the application of the 805715 Ontario Ltd. to temporarily close Hess Street South between King Street and Main Street from 12:00 noon on Friday, 1994 August 19 to 11:00 p.m. on Sunday, 1994 August 21 for a Hess Village Bluefest, be approved, during the pleasure of City Council provided:

- (i) That approval from Regional Police Services be received; and,
- (ii) That the applicant provide proof of \$3,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss; and,

- (iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services; and,
 - (iv) That all barricading be supplied by and at the expense of the applicant; and,
 - (v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services; and,
 - (vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer; and,
 - (vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
 - (viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- (bb) That the Committee provide direction to the Commissioner of Transportation/Environmental Services with regard to the application of the 805715 Ontario Ltd. to place a beer tent on the Hess Street South road allowance from 12:00 noon Friday, 1994 August 29 to 11:00 p.m. Sunday, 1994 August 31 for the Bluefest;

Should your Committee approve this request, it should be subject to the following conditions:

- (i) That approval from Regional Police Services be received; and,
 - (ii) That the applicant provide proof of \$5,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.
- (d) Alderman Agro advised there is an apartment building at 137 Emerald Street which is comprised of 37 units. One gentleman by the name of Edward McDonald who is in a walker applied for a parking space in front of the building for a DARTS bus. This was granted and at present three spaces have been taken up because of this. The remaining residents are upset that three spaces are being taken away and that they are only used once or twice per day by the DARTS bus.

Following a brief discussion, the Committee requested the Director of Traffic Services to investigate whether the request can be accommodated by eliminating one spot only or no spots and should there be a potential solution prior to the Council Meeting, that it should be introduced at Council.

13. PRIVATE AND CONFIDENTIAL AGENDA

The Committee resolved to move into closed session to discuss matters of litigation and reconvened immediately thereafter with no report.

Transport and Environment Committee

1994 July 18

14. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved

**ALDERMAN H.MERLING, CHAIRPERSON
TRANSPORT AND ENVIRONMENT COMMITTEE**

**Tina Agnello,
Acting Secretary**

1994 July 26

/mec

Municipalities wishing to compete for Green Streets Canada funding must submit a proposal which provides the following minimum information (Proposals must meet these minimum requirements to receive further consideration):

- A description of past tree planting budgets and activities.
- Clearly demonstrate that tree planting and care and maintenance budgets are proportionate to the previous year's budget and that Green Streets Canada's contributions will increase an existing budget as well as the number of trees planted.
- An agreement to a 50-50 cost sharing, of which a maximum of 50% of the municipality's share may be in-kind contributions. Note: Costs for the ongoing care and maintenance of the trees is the municipality's responsibility. These costs cannot be included as part of the 50-50 cost sharing.
- A tree planting plan which demonstrates a commitment to the ongoing care and maintenance of the trees to be planted in this program.
- Technical expertise available for the program.
- A description of the involvement of volunteers, an explanation of how the program will have a positive impact on the community and increase the public awareness and understanding of the environmental benefits provided by trees. A description of the availability of educational events and/or materials focused on developing tree planting and care and maintenance skills and awareness of the role of trees within the community.
- Commitment to the planting, on a cost-effective basis, of all tree sizes, from seedlings to saplings to large trees.
- Written endorsement and commitment to the proposal by Council and by the Mayor, and accompanied by a Council resolution.

Proposals will be evaluated and funds awarded based on the following criteria:

- Technical soundness of the program.
- Cost effectiveness, reflecting a commitment to the planting of all tree sizes and a demonstration that additional trees are being planted as a result of Green Streets Canada assistance.
- Commitment to the ongoing long-term care and maintenance of the trees planted.
- Overall commitment by the Municipality to involving the community in its program and fostering educational and public awareness of tree planting within the community.

Inasmuch as this is a competition with limited funds, Municipalities of proportionate size will be evaluated against each other within six major geographic regions. Municipalities are encouraged to submit creative and unique suggestions for tree planting activities/events, volunteer involvement and educational opportunities.

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Limeridge Road	Part of Lot 9, Conc. 7, formerly township of Barton, designated as Parts 1, 3 and 4, on Plan 62R-8083	N/A	To complete the final width of Limeridge Road, in that area.	S609-01
Upper Paradise Road	Part of Lot 1, Conc. 1, in the geographic township of Glanford, designated as Part 6, Plan 62R-12388	N/A	To widen Upper Paradise by incorporating the daylighting into the street	S609-01
Acadia Drive	Part of Lot 1, Reg- istered Plan 909, designated as Part 4, Plan 62R-11281	N/A	To complete the final width of Acadia Drive in that area and provide access from Part 1, Plan 62R-10529 to Acadia Drive as established by City of Hamilton By-Law 90-262	S609-01
Butler Drive	Part of Lot 1, Reg. Plan 909, designated as Part 5, on Plan 62R-11281 and Part of Lots 1 and 2, Reg. Plan 909, designated as Part 3, on Plan 62R-11281	N/A	To complete the final width of Butler Drive in that area	S609-01

2(BXixa)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 20

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

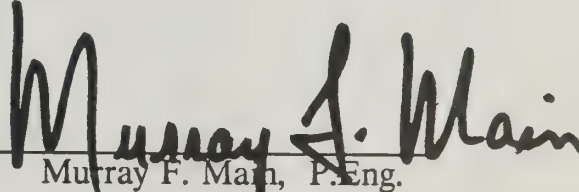
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Pescara Avenue - Request for a Commercial Vehicle Loading Zone. [TEC-114-94]

RECOMMENDATION:

- a) That a "No Stopping, Commercial Vehicle Loading Zone, 7:00 a.m. to 7:00 p.m., 7 days a week" regulation be implemented on the north side of Pescara Avenue commencing at a point 130 feet east of Crerar Drive and extending to a point 30 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

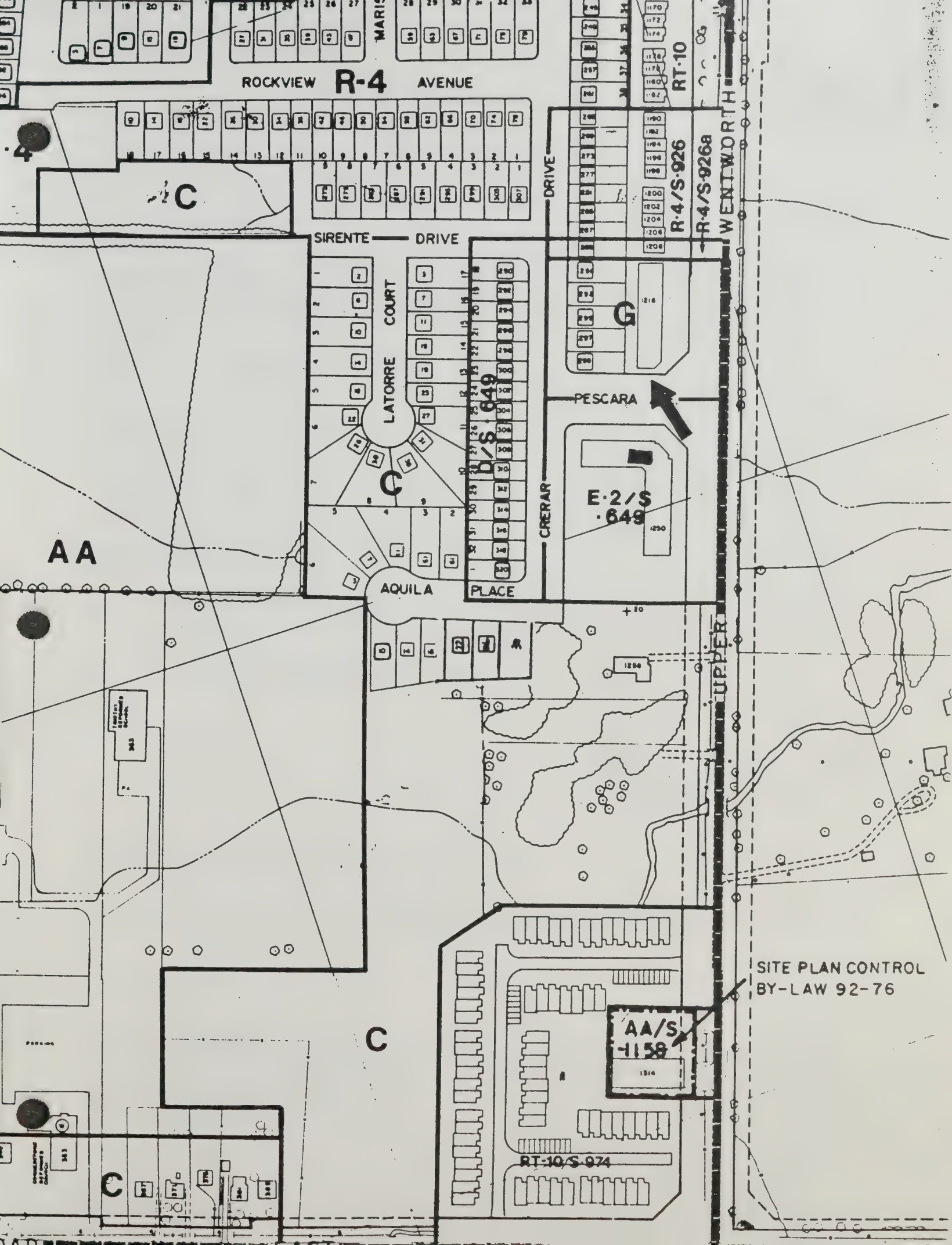
The Traffic Department has received a request from Mr. Anthony Di Cenzo, the Solicitor representing the owners of the commercial property on the north west corner of Pescara and Upper Wentworth, requesting that a commercial vehicle loading zone be implemented on the north side of Pescara, adjacent to this plaza.

Pescara has a 43 foot pavement width, and presently, there is unrestricted parking on both

sides of the street in the westerly portion of the block and there are "No Stopping" signal clearances on both sides of the street immediately west of Upper Wentworth.

The implementation of the requested regulation will result in a loss of approximately two-legal on-street parking spaces. However, since the proposed loading zone would be immediately adjacent to the applicant's property the Traffic Department concurs with the request.

^{ca}
CVB/MH/ca



ROCKVIEW R-4 AVENUE

SIRENTE DRIVE

LATORRE COURT

AQUILA PLACE

DRIVE

CRERAR

PESCARA

RT-10

R-4/S-926

R-4/S-9268

WENTWORTH

UPPER

SITE PLAN CONTROL
BY-LAW 92-76

AA/S-1158

RT-10/S-974

2(BXiXb)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

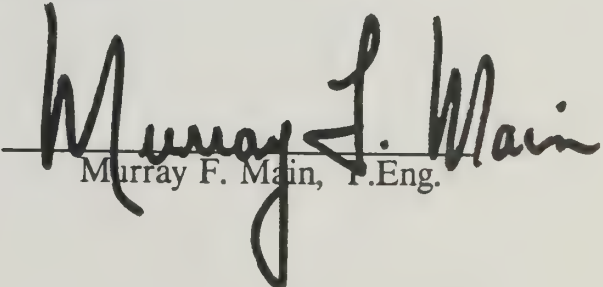
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Third Avenue between Beach Boulevard and the northerly end - Parking Regulations.
[TEC-163-94]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the east side of Third Avenue commencing at Beach Boulevard and extending to the northerly end; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Terry Melko, 935 Beach Boulevard, that a "No Parking" regulation be implemented on the east side of Third Avenue adjacent to his home between Beach Boulevard and the northerly end to facilitate two-way traffic flow and driveway movements.

Third Avenue has a 21 foot pavement width, and presently, there is unrestricted parking on both sides of this short "dead end" street. Mr. Melko's driveway approach provides access to his property via Third and he has stated that vehicles parked in this area interfere with driveway access. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. Therefore, since the abutting resident supports the prohibition of parking from the east side of the street in this area, the Traffic Department concurs with the request.

The implementation of the requested regulation would eliminate approximately seven parking spaces from the east side of the street in this area. However, since the applicant's property exclusively abuts the entire east side and parking would still be available on the west side of the street, the Traffic Department does not anticipate any parking difficulties for area residents.


MT/CVB/kg

L A K E
O N T A R I O

MANOR AVE

PANDORA AVE

THIRD AVE

FOURTH AVE

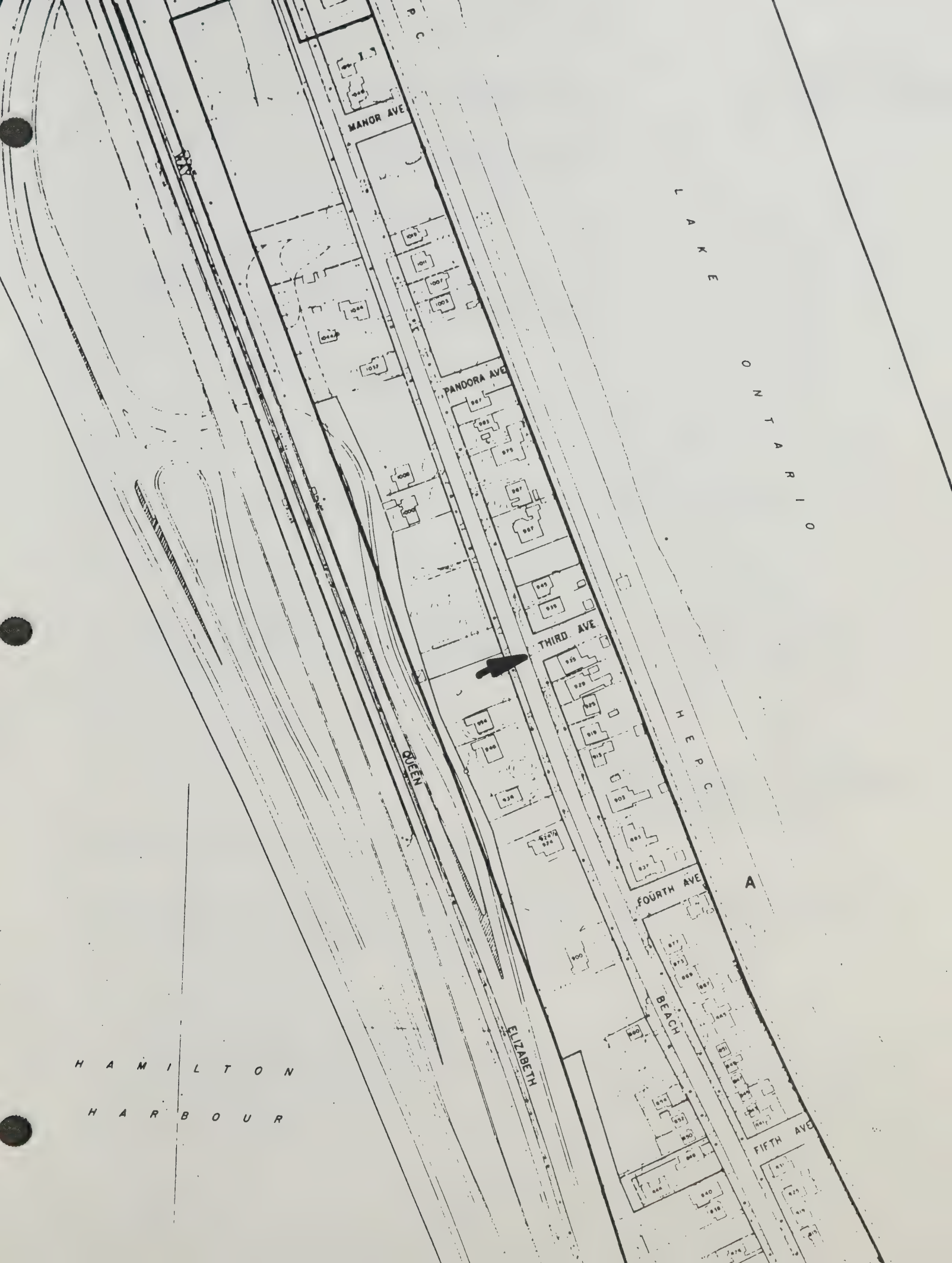
FIFTH AVE

QUEEN

ELIZABETH

BEACH

H A M I L T O N
H A R B O U R



2(B)(1)(K)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 08

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

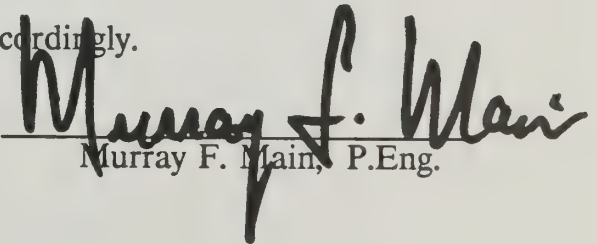
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Afton Avenue between Lorne Avenue and Prospect Street - Parking Regulations.
[TEC-164-94]

RECOMMENDATION:

- a) That in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Afton Avenue between Lorne Avenue and Prospect Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

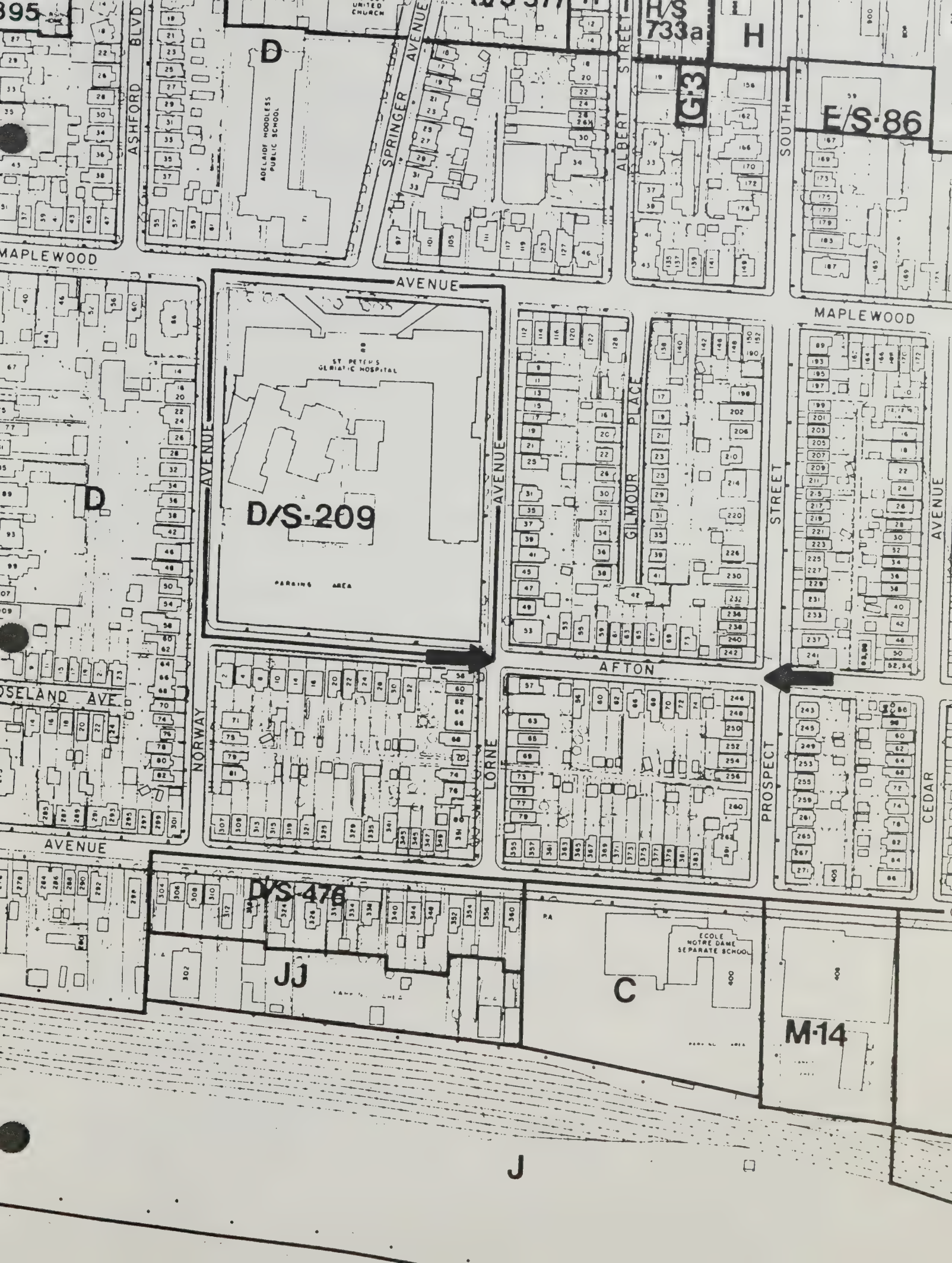
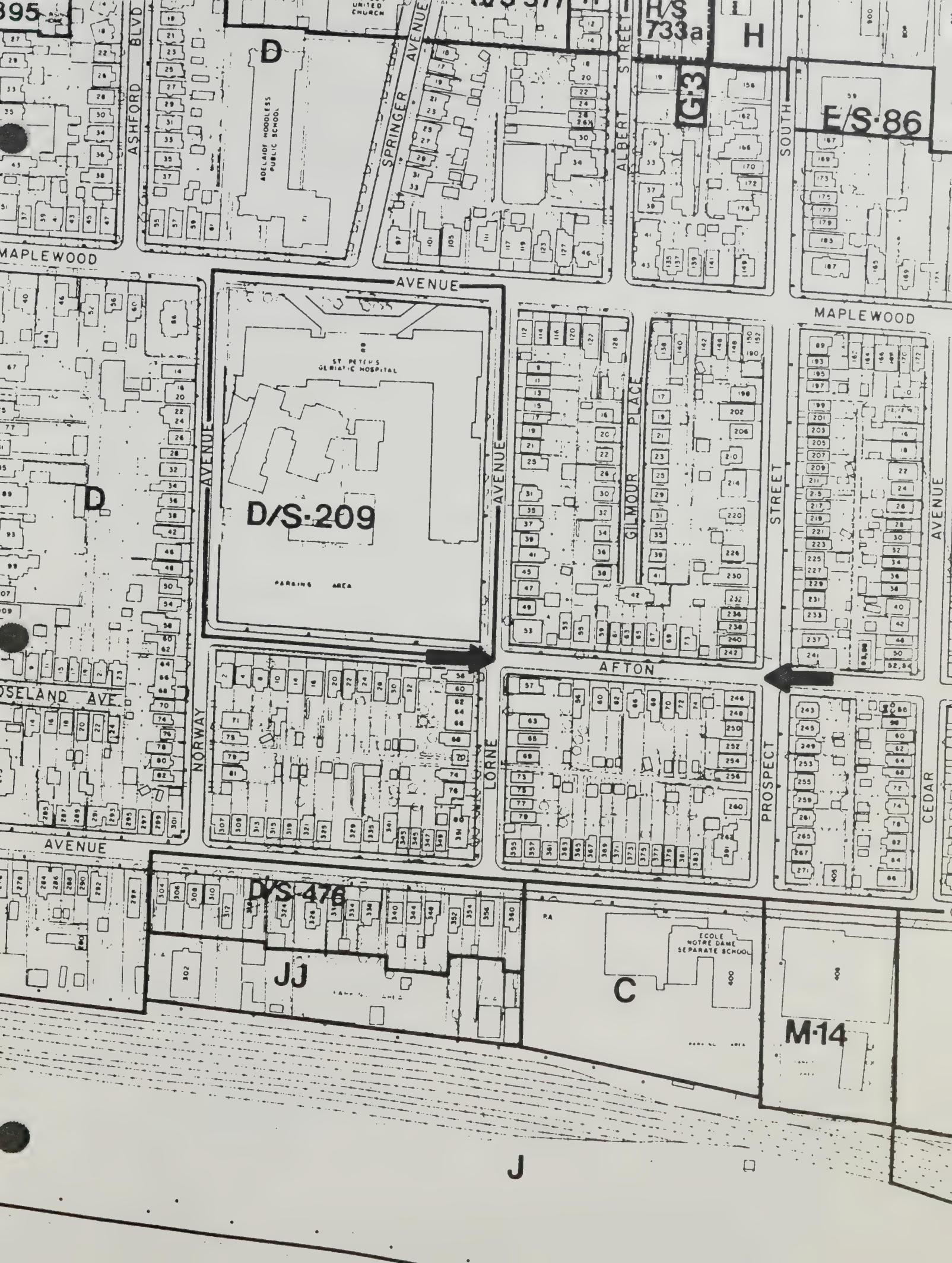
Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for the parking permits will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received the attached petition signed by representatives of 14 of the 21 residential properties abutting Afton between Lorne and Prospect requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All of the petitioners are in favour of the requested regulation.

Afton has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by employees of and visitors to St. Peters Hospital. The implementation of the requested regulation will reduce long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed time limit. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB/MH/kg



2(BXiX4)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 27

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

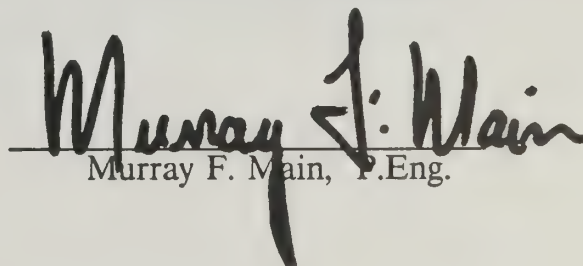
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 20 Aikman Avenue - Request for a Reserved Permit Parking Space for a Disabled Resident [TEC-172-94]

RECOMMENDATION:

- a) That a reserved "Permit Parking" regulation be implemented on the south side of Aikman Avenue commencing at a point 180 feet east of Wentworth Street South and extending to a point 31 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Maiuri Orazio, 20 Aikman Avenue.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12. annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Maiuri Orazio, 20 Aikman Avenue, that a reserved "Permit Parking" space be designated on the south side of the street in front of his home since he is disabled.

Aikman Avenue has a 30 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Orazio possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

CD
MH/jd

[illegible]

2(BXIX)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 27

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

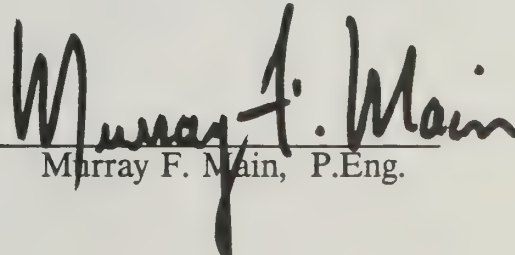
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 46 Mars Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-173-94]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Mars Avenue commencing at a point 107 feet east of Douglas Street and extending to a point 19 feet easterly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Roy Roussel, No. 46 Mars Avenue.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12. annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Roy Roussel, No. 46 Mars Avenue, that a reserved "Permit Parking" space be designated on the south side of the street in front of the street in front of his home since he is disabled.

Mars has a 31 foot pavement width, and presently parking is prohibited on the north side and there is unrestricted parking on the south side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Roy Roussel possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with this request.

^{CVB}
CVB/jd

WILFRED—ST—

10-12-78

C. P. P. M. E. M.

KVS-727

STEPHEN
SON AND
SERVICE

MACALLUM ST

RAILWAYS

**SITE PLAN CONTROL
BY-LAW 82-10**

1 SITE PLAN CONTROL
BY-LAW 82-08

K

MARS ——— AVE

D/S 647 & 647

FRANCIS

S T

D/S-647b

1647b

039

KEITH

ST

J/S-648

THA RA
J/S-647
J/S-647b

MONTGOMERY
SUPER STATION

BURTON

5

5

•

H/6

2BX1X51

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 28

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

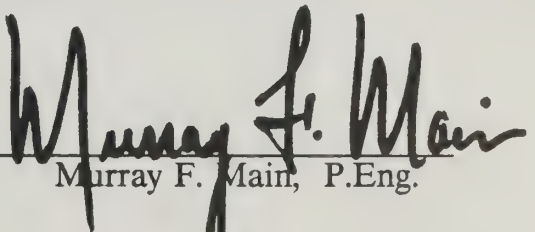
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Sanders Boulevard, east of West Park Avenue - Request for a Wheelchair Loading Zone [TEC-174-94]

RECOMMENDATION:

That a "No Stopping, Wheelchair Loading Only, 8:00 am to 9:00 pm, seven days a week" regulation be implemented on the north side of Sanders Boulevard, commencing at a point 36 feet east of West Park Avenue and extending to a point 28 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Carol Legare, on behalf of her mother who resides at No. 28 West Park Avenue, that a wheelchair loading zone be implemented on the north side of Sanders Boulevard adjacent to her mother's home since she is disabled.

Sanders Boulevard has a 52 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The applicant has expressed concern regarding area residents and McMaster students who park adjacent to her mother's home such that her mother has to be transported in a wheelchair further down the road.

The implementation of the requested regulation will result in a loss of only one legal on-street parking space immediately adjacent to the applicant's property. However, since the applicant has agreed to limit the hours of the regulation such that the space would be available for parking after 9:00 pm each evening and since there would be unrestricted parking on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

^{CVB}
CVB/jd



A/S.395

A/S-395 b

STREET

MAIN

WEST

SANDERS

BOULEVARD

WESTBOURNE

BINKLEY

ROAD

RIFLE

RANGE

EWAN

ROAD

RAILWAY

B

DALEVIEW

WEST

PARK

LANE

BINKLEY

PUBLIC

SCHOOL

CARBON NATIONAL INSTITUTE
BUILDING FOR THE B.M.D. 1888

2(BXIX)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 16

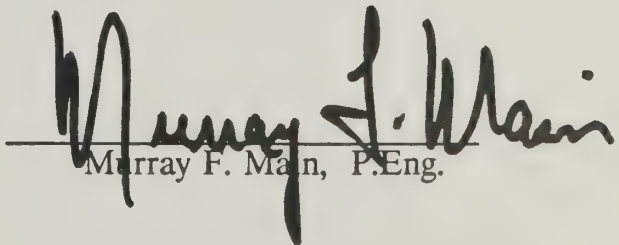
REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Broadway Avenue between Main Street West and Sussex Street - Parking
Regulations. [TEC-178-94]

RECOMMENDATION:

- a) That an "Alternate Side Parking" regulation be implemented on Broadway Avenue between Main Street West and Sussex Street such that parking is prohibited;
- on the west side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and
 - on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.


BACKGROUND:

Alderman Mary Kiss has advised that she wishes to initiate an "Alternate Side Parking" regulation on Broadway between Main and Sussex. The Traffic Department received a

petition regarding this matter in December of 1993. However, the petition was insufficiently signed and to-date, we have not received a sufficiently signed petition and this may be due to the number of students living on this street who did not want to sign the petition.

Broadway has a 30 foot pavement width and presently, there is a "One Hour 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this block. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way flow and driveway movements. Therefore, since Alderman Mary Kiss has advised that she wishes to initiate on "Alternate Side Parking" regulation on this section of Broadway, the Traffic Department concurs with the request.

An investigation has revealed that there are four additional legal on-street parking spaces on the east side than there are on the west side of the street in this block. Therefore, in order to maximize the number of on-street parking spaces during the winter months, it would be appropriate to prohibit parking on the west side of the street during the winter months.


CVB/MH/ca



2(BXiXh)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 10

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Locke Street South between Canada Street and Main
Street West - Parking Regulations. [TEC-162-94]

RECOMMENDATION:

That two hour parking meters be installed on the west side of Locke Street South between Canada Street and Main Street West and on the east side between Canada Street and Jackson Street West and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Hamilton Parking Authority has sufficient funds and materials available to erect and maintain the subject parking meters. There will be some additional revenue associated with the installation of ten parking meters in this area.

BACKGROUND:

The Hamilton Parking Authority has provided the Traffic Department with a copy of a petition signed by all four of the abutting businesses on both sides of Locke Street South between Main Street West and Canada Street requesting that one hour parking meters be installed on the west side of Locke between Canada and Main Street West and on the east side of Locke between Canada and Jackson. The business proprietor who circulated the petition, Mr. Grant Johnson of the Beasley House Bistro and Pub, 96 Locke Street South, has expressed concerns that there is a need to maximize parking availability for customers of businesses in this area.

1. **West Side of Locke Street South between Canada Street and Main Street West**

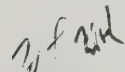
Virtually all of the land use on the west side of the street in this two-block section is commercial, and the west side of the street presently has unrestricted parking except for a "No Stopping" signal clearance immediately south of Main. The Traffic Department supports the installation of parking meters to create a parking turnover in these two blocks, and it has been determined that approximately six metered parking spaces could be accommodated.

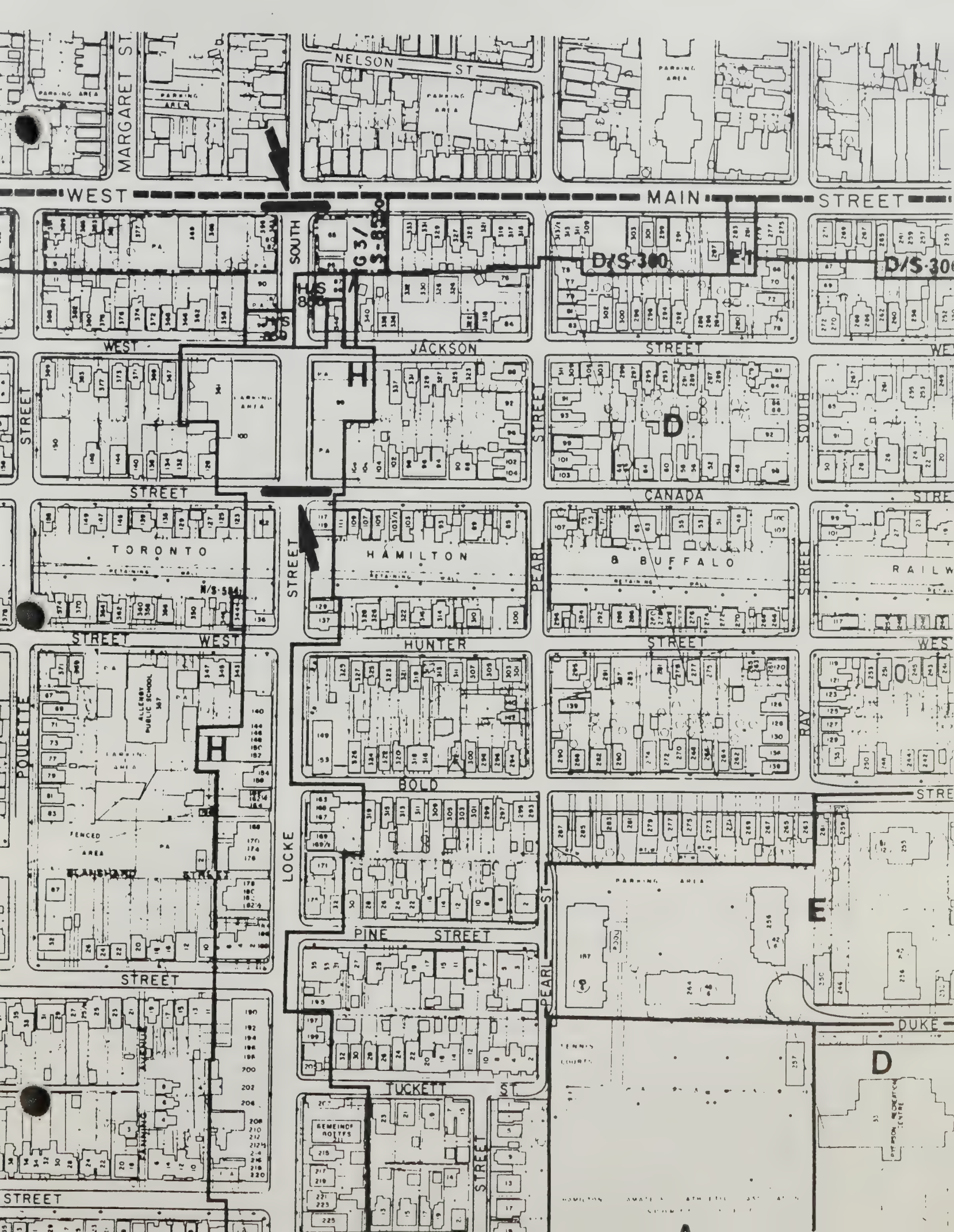
2. **East Side of Locke Street between Canada Street and Jackson Street West**

The east side of the street in the block between Canada and Jackson Streets is occupied by the Calabria Supermarket and the Traffic Department supports the installation of parking meters in this block. There is a "No Stopping" rush hour regulation on the east side and it has been determined that four parking meters could be accommodated in this area.

Staff is of the opinion that one hour parking meters would not benefit the majority of the area businesses (i.e. restaurant, supermarket). Representatives of the four abutting businesses were re-contacted and all four have confirmed their support for two hour meters.

At a public meeting held on 1994 July 18, merchants of Locke Street, south of Canada Street submitted a petition against the installation of parking meters on any section of Locke Street, south of Canada Street.


MT/CVB/kg



2(BXika)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 09

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersections of Myler Street and Milton Avenue and
Myler Street and Westinghouse Avenue - Intersection
Control. [TEC-176-94]

RECOMMENDATION:

- a) That northbound traffic on Westinghouse Avenue be required to stop for eastbound and westbound traffic on Myler Street; and
- b) That eastbound traffic on Myler Street be required to stop for northbound and southbound traffic on Milton Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

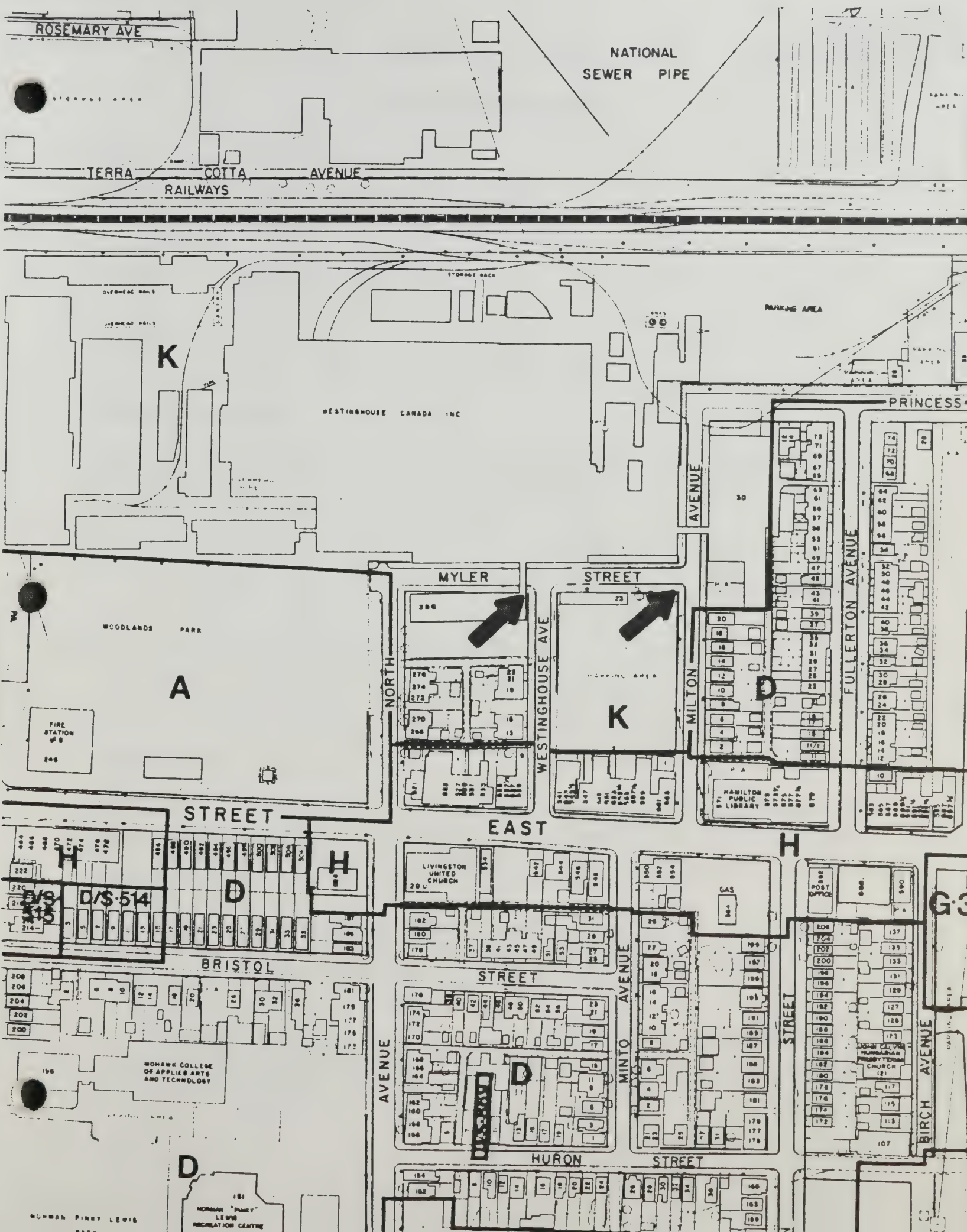
BACKGROUND:

The Traffic Department has received a request from Mr. R.W. Darwen, Manager of Human Resources, Westinghouse Canada Inc., that stop control be implemented at the intersections of Myler and Milton and at Milton and Princess. However, during a subsequent telephone conversation with Mr. Darwen, it was explained that since Princess and Milton is actually a 90 degree turn in the roadway as opposed to an intersection, stop signs are illegal. Also,

since there are no intersection control signs at the intersection of Westinghouse and Myler, we would recommend stop control at this location.

The intersections of Westinghouse and Myler and Myler and Milton are both "T" type intersections and presently, there are no intersection control signs at either location. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand-rule" which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request and recommends that northbound traffic on Westinghouse and eastbound traffic on Myler be required to stop for eastbound and westbound traffic on Myler and northbound and southbound traffic on Milton respectively.

ca
CVB/MH/ca



ROSEMARY AVE

NATIONAL
SEWER PIPE

TERRA COTTA
RAILWAYS AVENUE

K

WESTINGHOUSE CANADA INC

PRINCESS

WOODLANDS PARK

A

MYLER

STREET

AVENUE

FULLERTON AVENUE

MILTON

K

HAMILTON PUBLIC LIBRARY

STREET

EAST

H

D/S 514
D
H

LIVINGSTON UNITED CHURCH

STREET

MILTON AVENUE

STREET

BIRCH AVENUE

MONARK COLLEGE OF APPLIED ARTS AND TECHNOLOGY

AVENUE

HURON

STREET

D

NORMAN "PINKY" LEWIS RECREATION CENTRE

NORMAN PINKY LEWIS

2(8Xii)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 09

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersection of Upper Kenilworth Avenue and Fern
Place - Corner Clearance. [TEC-179-94]

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the east side of Upper Kenilworth Avenue commencing at Fern Place and extending to a point 69 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

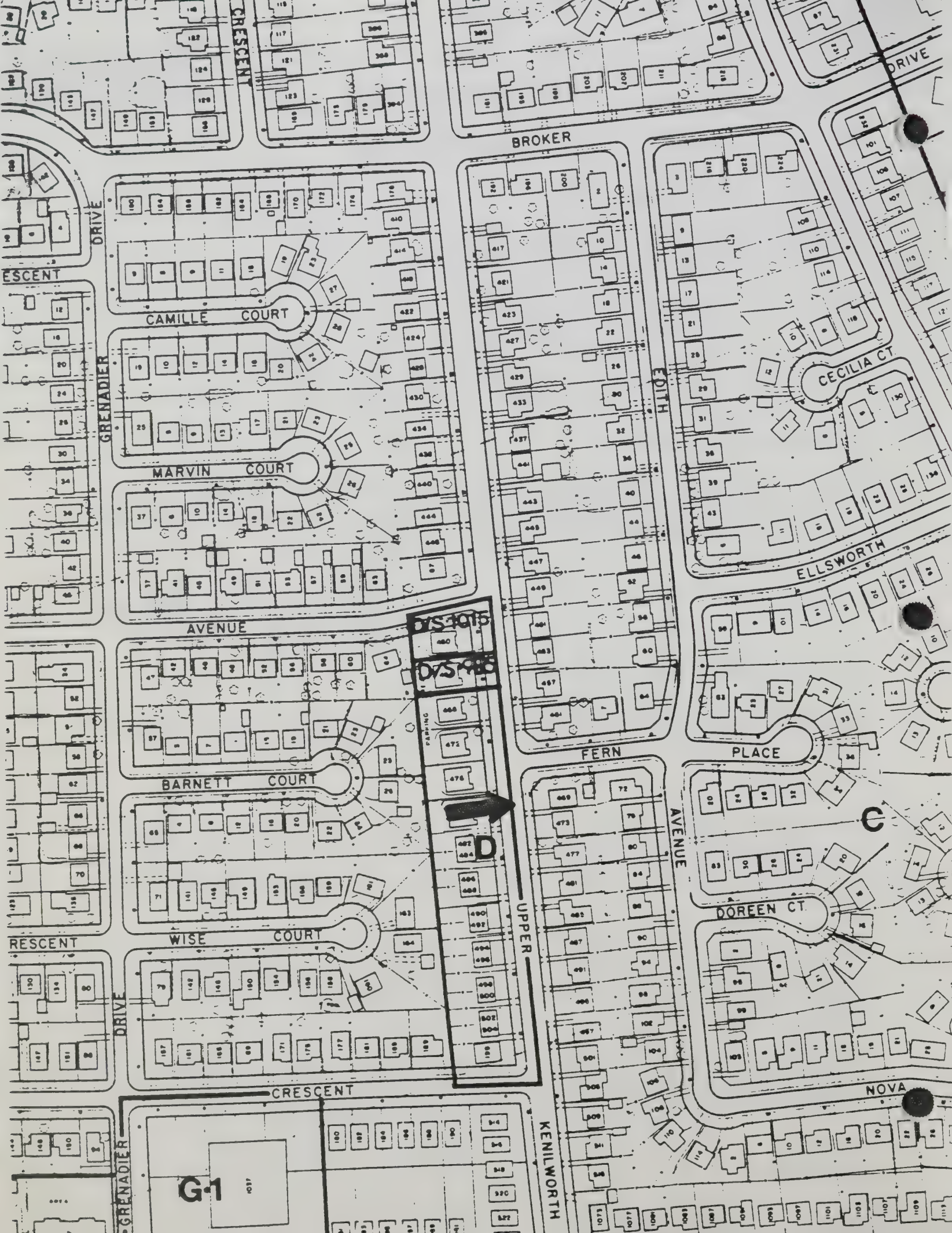
BACKGROUND:

The Traffic Department has received a request from Joyce Dawson, 56 Edith Avenue, that a corner clearance be implemented on the east side of Upper Kenilworth Avenue, south of Fern Place, to improve visibility for westbound motorists on Fern attempting to enter Upper Kenilworth.

Upper Kenilworth has a 44 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct visibility to some degree and therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in the loss of only one legal on-street parking space adjacent to 469 Upper Kenilworth Avenue. Staff recently contacted this resident who advised that she supported the requested regulation.

CVB
CVB/MH/ca



DRIVE

BROKER

DRIVE

ESCENT

GRENADIER

CAMILLE COURT

MARVIN COURT

AVENUE

DYS 1015
DYS 915

BARNETT COURT

WISE COURT

RESCENT

DRIVE

CRESCENT

G-1

KENILWORTH

FERN

PLACE

DOREEN CT

NOVA



D

UPPER

AVENUE

C

26XiiiX

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersections of Beechwood Avenue and Lottridge Street
and Rosemont Avenue and Lottridge Street -
Intersection Control. [TEC-184-94]

RECOMMENDATION:

That three-way stop control be implemented at the intersection of Rosemont Avenue and Lottridge Street and that the City of Hamilton Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

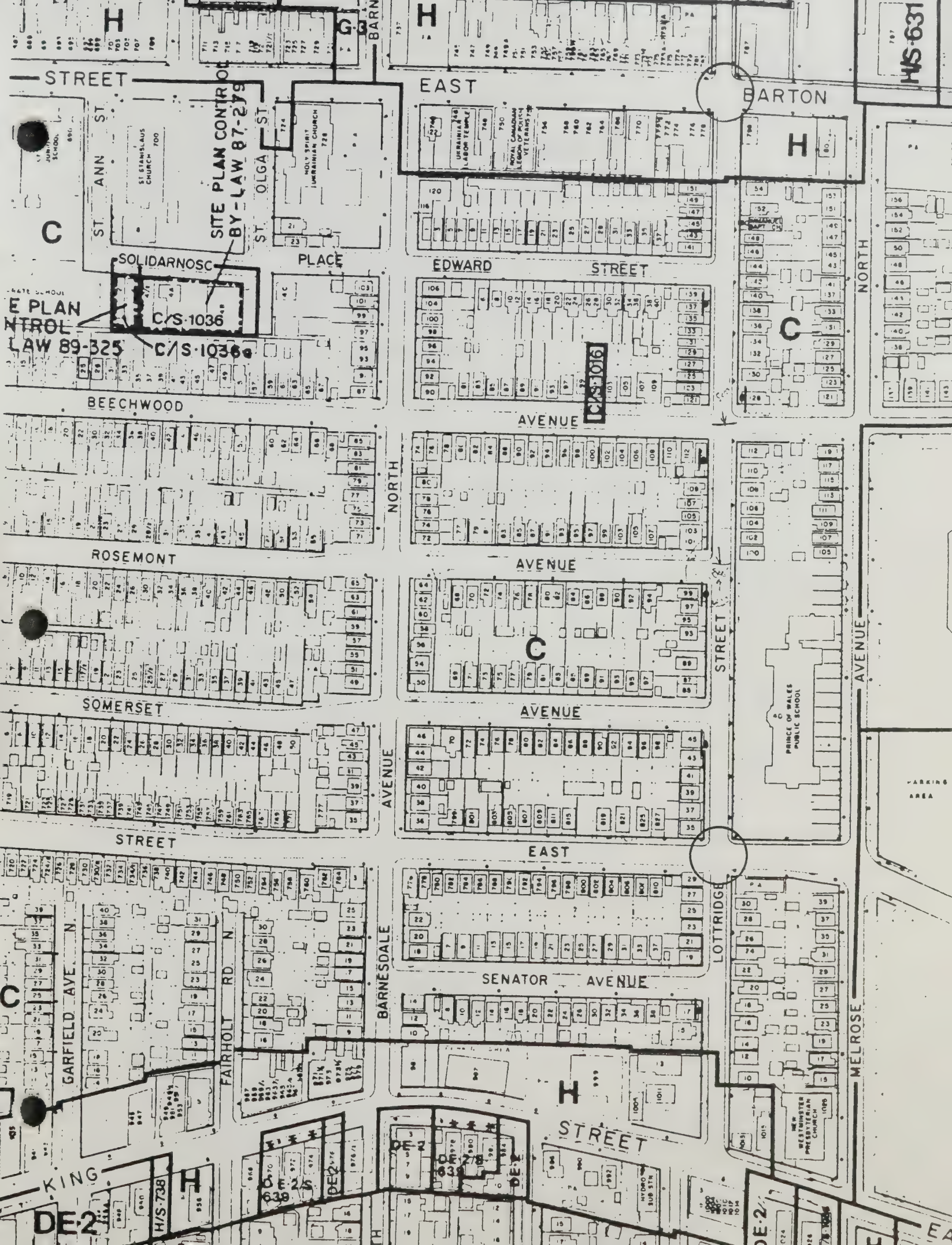
BACKGROUND:

The Traffic Department has received a letter from Ms. Tammy Fournier, 133 Lottridge Street, which was signed by several area residents, requesting that four-way stop control be implemented at the intersection of Beechwood and Lottridge, due to the speed of traffic on Lottridge. Alderman Bernie Morelli has also contacted the Traffic Department regarding this matter.

The subject intersection is a "T" type intersection, and presently, eastbound traffic on Beechwood is required to stop for northbound and southbound traffic on Lottridge. Traffic Department records indicate that there has been an average of 0.4 collisions per year over the past 7.5 years. This is a reasonably good collision record for this type of intersection.

Lottridge between Cannon and Barton is merely a local residential street and the Traffic Department has concluded that a stop sign on Lottridge in this area would be appropriate. However, since the intersection of Lottridge and Rosemont meets at least one of the criteria respecting the use of all-direction stop control due to its proximity to Prince of Wales Public School, and since this is a supervised school crossing location, the Traffic Department recommends implementing all-way stop control at Lottridge and Rosemont which is located approximately 300 feet south of Beechwood.

^{CA}
CVB/MH/kg



STREET

EAST

BARTON

H/S-631

SITE PLAN CONTROL
BY LAW 87-279

SOLIDARNOSC

PLACE

EDWARD

STREET

C

NORTH

E PLAN
NTROL
LAW 89-325

C/S-1036

C/S-1036

C/S-016

BEECHWOOD

AVENUE

NORTH

AVENUE

AVENUE

EAST

PRINCE OF WALES
PUBLIC SCHOOL

AVENUE

PARKING
AREA

SOMERSET

STREET

AVENUE

SENATOR AVENUE

LOTTRIDGE

MELROSE

KING

STREET

DE-2

H/S-738

DE-2

DE-2

DE-2

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26Xiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 04

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Upper Ottawa Bus Route - Bus Stop Relocations. [TEC-159-94]

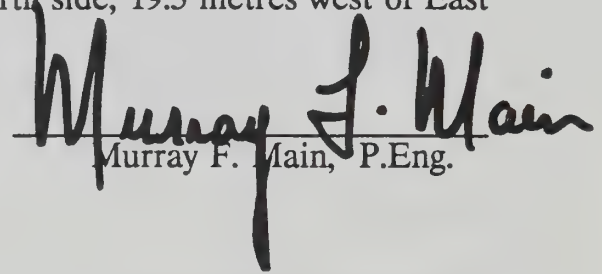
RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be relocated:

Route #22 Upper Ottawa

- | | |
|----------------------|--|
| Delete - Eastbound - | Queensdale Avenue East, south side, 9.6 metres west of East 34th Street (N/S); and |
| Add - Eastbound - | Queensdale Avenue East, south side, 5.9 metres west of East 33rd Street (N/S); and |
| Delete - Eastbound - | Queensdale Avenue East, south side, 27.1 metres east of East 36th Street (M/B); and |
| Add - Eastbound - | Queensdale Avenue East, south side, 31.5 metres west of East 36th Street (M/B); and |
| Delete - Westbound - | Queensdale Avenue East, north side, 34.6 metres east of East 36th Street (M/B); and |
| Add - Westbound - | Queensdale Avenue East, north side, 5.0 metres east of East 36th Street (N/S); and |
| Delete - Westbound - | Queensdale Avenue East, north side, 7.9 metres west of the projected east curb line of East 34th Street (F/S); and |

- Add - Westbound - Queensdale Avenue East, north side, 9.7 metres east of East 33rd Street (N/S); and
- Delete - Westbound - Queensdale Avenue East, north side, 7.4 metres east of the projected west curb line of East 15th Street (M/B); and
- Add - Westbound - Queensdale Avenue East, north side, 19.3 metres west of East 16th Street (N/S).


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to relocate five bus stops on Queensdale Avenue East. The Traffic Department has also received a concern from Mr. Robert Galloway, 223 East 15th Street, that the proposed bus stop relocation from the north side of Queensdale opposite East 15th to the north side, immediately east of East 16th would reduce on-street parking in the block between East 16th and East 17th, which is presently used as overflow parking for Inch Park when the park is in use.

The proposed bus stop relocations are satisfactory from a traffic point of view. The requested bus stop relocations would be located within areas which are presently unrestricted or signed with "No Stopping" regulations. There would be a loss of approximately three on-street parking spaces on the north side of Queensdale, immediately east of East 16th. Mr. Galloway's concern, that the relocation of the bus stop at East 15th to East 16th would reduce on-street parking in this area is correct. However, there is additional on-street parking available on streets in this area and the Hamilton Street Railway Company has advised that they have contacted the abutting residents and they have all indicated support for the proposed bus stop relocations. Therefore, since all the abutting residents agree and since the majority of area residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.



MT/CVB/kg

2(BXV)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Cranbrook Drive and Garrow Drive - School Crossing Guard. [TEC-168-94]

RECOMMENDATION:

That the existing hours of the School Crossing Guard at the intersection of Cranbrook Drive and Garrow Drive be extended to include the lunch time school crossing period.


Murray F. Main, P.Eng.

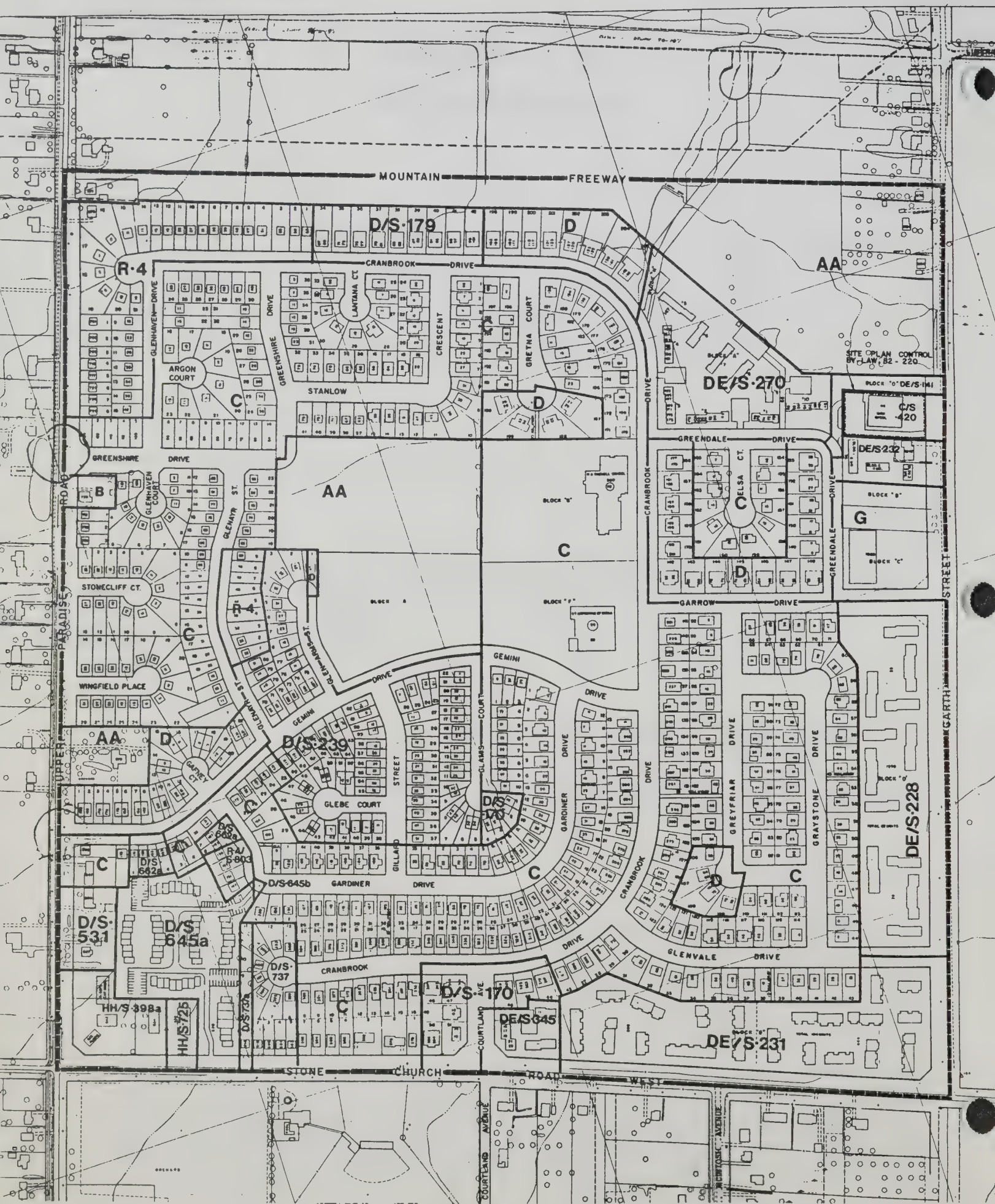
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1994 Traffic Department operating budget to cover the cost (approximately \$2,200) associated with this increase in service.

BACKGROUND:

On 1988 January 12, City Council approved the assignment of a School Crossing Guard to the intersection of Cranbrook Drive and Garrow Drive for the morning and evening periods only. Alderman Don Ross and Alderman Frank D'Amico were recently contacted by the Principal of St. Catherine of Siena School who has expressed concern about the lack of adult supervision at this intersection during the lunch period.

On 1994 June 20, staff surveyed the intersection which is controlled by a three-way stop. The observations indicate that there is hesitancy by the children on when to cross. In fact, the children would often try to cross at the same time as a vehicle would move into the intersection. Therefore, it is recommended that the School Crossing Guard also be assigned during the lunch periods.



2(BXV)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 July 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

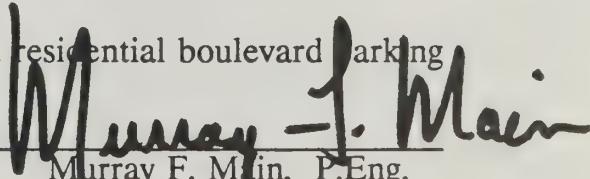
FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 176 Ferguson Avenue South - Discharge of a Residential Boulevard Parking Agreement.
[TEC-169-94]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 177574 to the property at 175 Ferguson Avenue South, which is presently owned by Mr. Brian J. Edgar, be discharged; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- c) That the applicant be permitted to execute a revised residential boulevard parking agreement.


Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The \$50.00 discharge fee and \$50.00 registration fee will be paid by the City from account No. CH-44006-75920.

BACKGROUND:

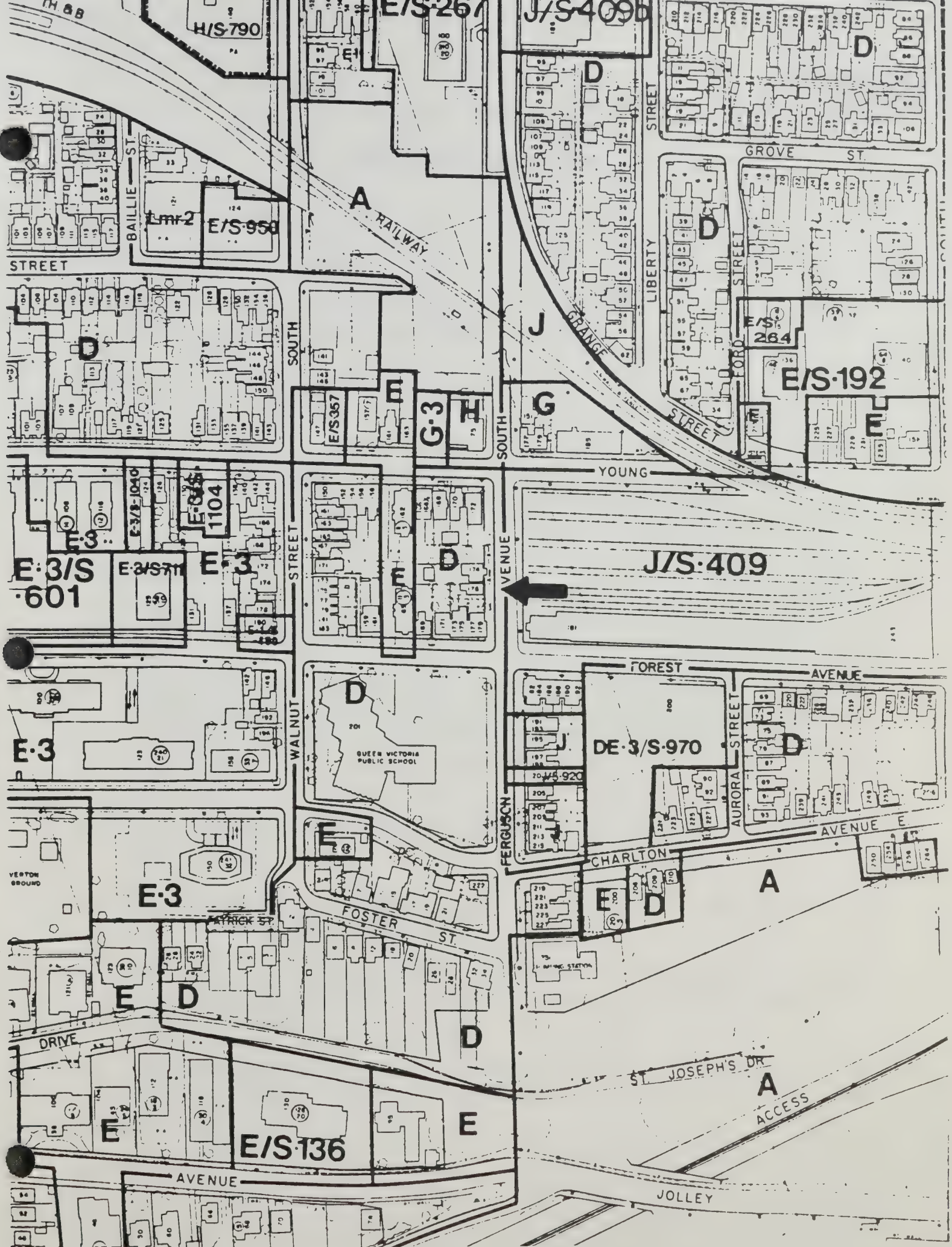
On 1992 January 15, the Traffic Department approved an application by the owner of the property at 176 Ferguson Avenue South, for a residential boulevard parking agreement to allow one vehicle to be parked partially on the private property and partially on the City

road allowance. The agreement was completed and registered in the Land Registry Office on 1994 March 02.

It has since been noted that the property lines were inadvertently shown incorrectly on Schedule "C" of the agreement, and this should be corrected. Since this error was not the applicants' fault, the Traffic Department recommends that the City pay the \$50.00 fee to discharge the existing agreement and the \$50.00 fee to register the revised agreement.

CVB/kg

c.c. Patrice Noe Johnson, City Solicitor
Law Department



2(BXvi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 10

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Application to lease a portion of the boulevard of Vine Street adjacent to No. 95 MacNab Street North, (Hung Cheung Super Market). [TEC-170-94]

RECOMMENDATION:

That the application of Mr. Trung Giang to lease a portion of the boulevard of Vine Street adjacent to No. 95 MacNab Street North for parking purposes be approved, provided that:

- i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current annual rate is \$60.70 for each of the first two spaces and \$30.36 for each additional space) plus taxes, if any, in addition to the \$10.00 encroachment insurance charge approved by the City Council on 1984 February 14.
- ii) the owner pays a one time \$50.00 registration fee, as approved by the City Council on 1986 January 14.
- iii) the owner pays a one time \$182.12 (plus G.S.T.) processing fee, as approved by the City Council on 1988 January 12.
- iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.
- v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

- vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray & Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of the City boulevard would be \$162.40 per year.

BACKGROUND:

Mr. Giang has applied for permission to lease a portion of the road allowance of Vine Street adjacent to the commercial property at No. 95 MacNab Street North to park three vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

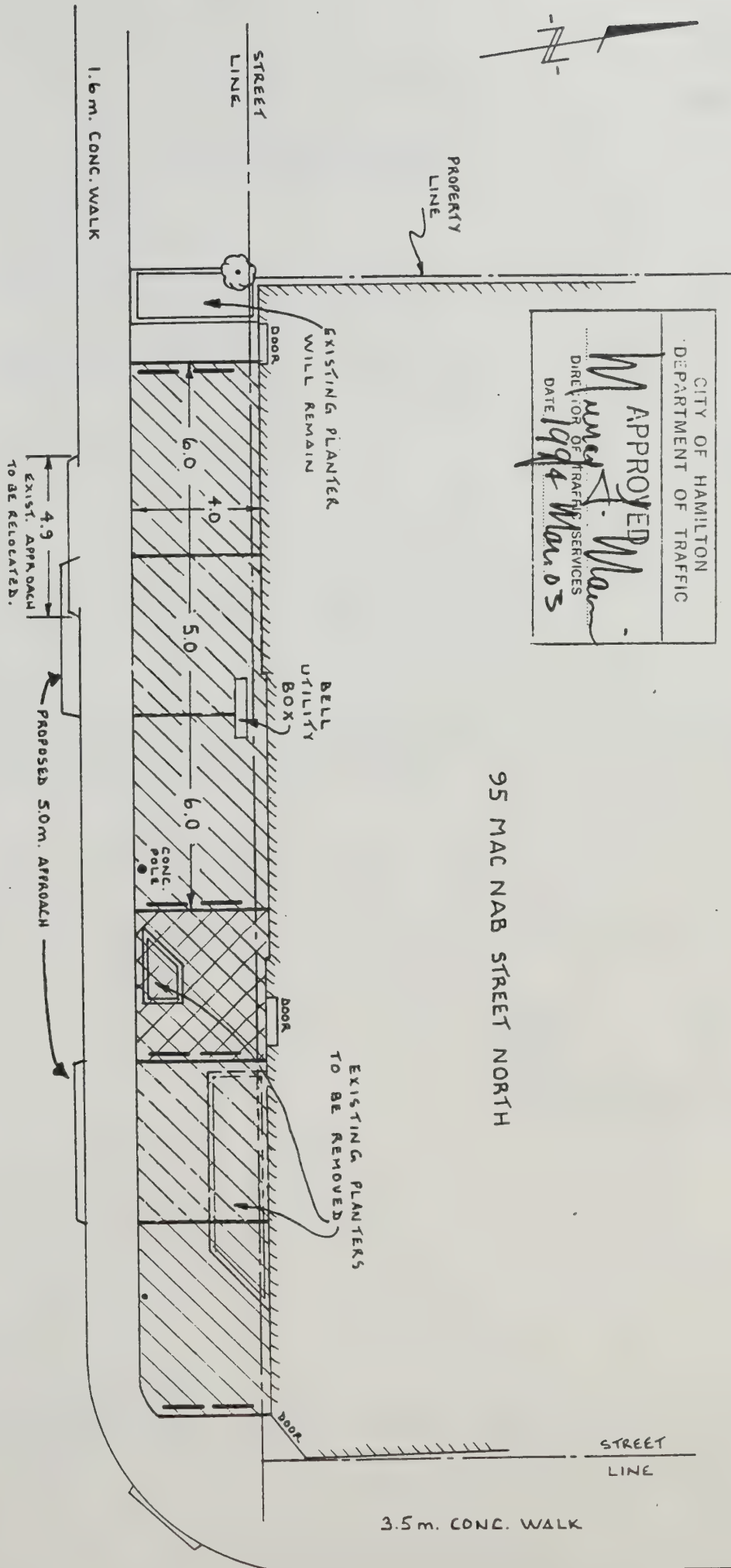
The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of \$417.18 which represents the first annual leasing fee (\$162.40) and encroachment insurance (\$10.00), as well as the one time registration fee (\$50.00) and one time processing fee (\$194.88).

CVB
CVB/MH/kg



CITY OF HAMILTON DEPARTMENT OF TRAFFIC	
APPROVED <i>Murray Mac</i> DIRECTOR OF TRAFFIC SERVICES DATE: 1994 Mar 05	

95 MAC NAB STREET NORTH



VINE STREET

REQUIRED PRECAST CONCRETE CURBS

AREA FOR PARKING OR LOADING
(MUST BE HARD - SURFACED)

AREA PAVED BUT NOT
LEASED FOR PARKING

SCALE: 1:150 DIMENSIONS IN METRES

NOTE: PRECAST CONCRETE CURBS ARE TO BE SECURED BY STEEL PEGS. IT IS THE OWNER'S RESPONSIBILITY TO CONTACT "BUD" (BEFORE YOU DIG) AT 527-7977, FOR LOCATION OF UNDERGROUND SERVICES, BEFORE INSTALLING PRECAST CONCRETE CURBS AND STEEL PEGS WITHIN THE ROAD ALLOWANCE.

THIS IS NOT A PLAN OF SURVEY

2(B)(Nii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 05

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Appointment of Parking Control Officers. [TEC-175-94]

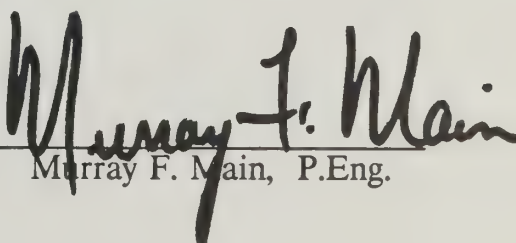
RECOMMENDATION:

- a) That in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Albert Lutz
William Young

- b) That the following appointment as a Parking Control Officer be repealed:

Colin Vale



Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Traffic Department, it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Act.


WY/MH/kg

for similar equipment quoted in competitive bidding situations.

The Purchasing Department has reviewed the quotation and is in agreement with the recommendation.

Therefore, it is recommended that traffic control equipment for the Sherman Access Lane Control system be purchased from Fortran Traffic Systems as per their quotation.

HLS/ca

2(c)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 5

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. C. Firth-Eagland
Acting Director of Public Works

SUBJECT: Closure of Public Works Department
Streets Division Capital Projects

RECOMMENDATION:

1. That the City Treasurer be directed to close the following Capital Project accounts with any excess funding to be transferred to its original source of funding:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Funding
529149005	Catchbasin & Drain Connections (1991)	\$25,000	\$10,078.67	\$14,921.33	Capital Levy
609351014	Motor Vehicle Requirements - Signals and Hoists	\$54,000	\$26,995.59	\$27,004.41	Capital Reserve -Unclassified

C. Firth-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The work related to all the above-noted projects has been completed, and therefore, the affected accounts can be closed.

RPM/jdh

c.c. A. Ross, Treasurer
c.c. N. Adhya, Manager of Accounting

2(cXiii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 12

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Chris Firth-Eagland
Acting Director of Public Works

SUBJECT: Permission to Advertise Narrowing of Stuart Street
Between MacNab and Bay Streets.

RECOMMENDATION:

- 1.) That, the proposed narrowing of Stuart Street from MacNab to Bay Streets from 13.0 m. to 12.0 m. as shown on attached Appendix 'A', be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990 and that the necessary alteration By-law be prepared by the Director of Public Works and advertised by the City Clerk.

C Firth-Eagland

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to implement the concept plan is estimated at \$150,000. Sufficient monies are available in the Central/Beasley PRIDE Housing Intensification Account Centre No. 429102003.

BACKGROUND:

Staff from the Public Works Department, Community Renewal, have been working with citizens of the Central and Beasley neighbourhoods since October 1991, for the purpose of identifying priorities for expenditure of the \$1,440,000. allocated for the revitalization of the two neighbourhoods (50% Provincial monies and 50% Municipal monies). The project area is located north of the downtown area, east of Bay Street, west of Wellington Street, south of the CN tracks and excludes James Street North.

Improvements to Stuart Street were included in the Central/Beasley PRIDE. H.INT. Implementation Plan. This Plan received the approval of the Planning and Development Committee at its meeting held 1992 November 18, and City Council at its meeting held 1992 November 24.

The original concept plan created for Stuart Street, addressed beautification of the area but reduced the on-street parking substantially. Concern was voiced from both the Traffic Department and abutting property owners. Subsequently the concept plan has been modified to address the parking issue.

At the present time the roadway is 13.0m wide including parking. The concept plan proposes the reduction in the roadway to 12.0m. Within the 12.0m a 2.5m parking strip on the south-side is proposed and a 2.5m parking strip on the north-side is proposed. Therefore the travelled portion of the road will be 7.0m. The reduction from 13.0m to 12.0m is necessary to allow for the widening of the existing 1.0m grassed boulevard to be widened to 2.0m on the south-side, this will permit the planting of trees within the boulevard.

For the information of the Committee, the reaction from the abutting property owners, including the President of the Hamilton and District Labour Council, representing the proposed Ontario Workers' Art and Heritage Centre at the Customs House has been favourable providing the parking issue is addressed. The existing on-street parking allows for 39 parking spaces. The modified concept plan reduces the parking to 35 parking spaces a reduction of 4 spaces only.

HM:hm

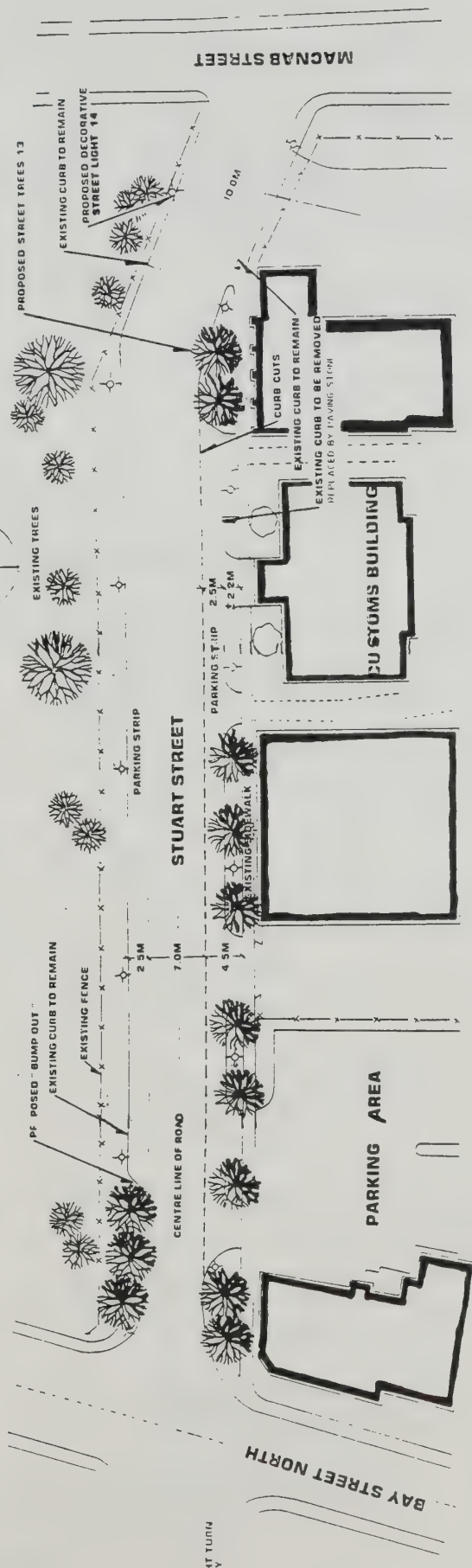
c.c. Mr. A. Ross
City Treasurer
Treasury Department

Mr. J. Schatz
City Clerk
City Clerks Department

Mr. R. Karl
Manager of Traffic Planning
Traffic Department

Mr. E. Chajka,
Manager of Development
Roads Department

APPENDIX 'A'



2(10)(1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 5
T103 23 (4) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Neighbourhood Street Festivals

R-94-61

RECOMMENDATION:

- a) That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the following applications for neighbourhood street festivals;
- i) Glen Arms Street from Gemini Drive to the end of the street on Saturday June 25, 1994 from 12:00 noon to 11:00 pm.
 - ii) East 32nd Street from Brucedale Avenue to Queensdale Avenue on Saturday July 9, 1994 from 4:00 pm. to 11:00 pm.
 - iii) East 34th Street from Brucedale Avenue to Fennell Avenue on Saturday August 6, 1994 from 4:00 pm to 11:00 pm
 - iv) Barons Avenue North from Dunsmure Road to Roxborough Avenue on Saturday August 6, 1994 from 12:00 noon to 11:00 pm.
 - v) Elite Drive from Upper Wentworth Street to Acadia Drive on Saturday August 20, 1994 from 2:00 pm to 11:00 pm.
 - vi) Hughson Street North from Picton Street to Simcoe Street on Saturday August 13, 1994 from 11:00 am to 10:30 pm.
 - vii) National Drive from no.132 to no.108 on Saturday August 20, 1994 from 5:00 pm to 11:00 pm.

subject to the following conditions:

Cont'd...

Street Festivals

Cont'd...

- i) That approval from Regional Police Services be received;
 - ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City and the Region as an added insured parties with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
 - iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
 - iv) That all barricading be supplied by and at the expense of the applicant;
 - v) That "Temporary Road Closure" signs be installed in advance by the Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;
 - vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
 - vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
 - viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.
- b) That the application of the Corktown Co-op to temporarily close Forest Avenue from Aurora Street to 200m easterly on Saturday September 10, 1994 from 2:00 pm to 7:00 pm, be approved, subject to the above noted conditions.


for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Street Festivals

Cont'd...

BACKGROUND:

Applications were received from the Gilkson Community Council to temporarily close Glen Arms Street from Gemini to the end of the street on Saturday June 25, 1994 from 12:00 noon to 11:00 pm, the Tourette Foundation to temporarily close East 32nd Street from Brucedale to Queensdale on Saturday July 9, 1994 from 4:00 pm to 11:00 pm, the East 34th Street Neighbourhood Committee to temporarily close East 34th Street from Brucedale to Fennell on Saturday August 6, 1994 from 4:00 pm to 11:00 pm., the Barons Pork Roaster Committee to temporarily close Barons Avenue North from Dunsmure to Roxborough on Saturday August 6, 1994 from 12:00 noon to 11:00 pm, Stoneworth Co-op to temporarily close Elite Drive from Upper Wentworth to Acadia on Saturday August 20, 1994 from 2:00 pm to 11:00 pm and the National Drive Group to temporarily close National Drive from no.132 to no.108 on Saturday August 20, 1994 from 5:00 pm to 11:00 pm, for neighbourhood street festivals. As well, Reach Forth Ministries requested a temporary closure of Hughson Street North from Picton to Simcoe on Saturday August 13, 1994 from 11:00 am to 10:30 pm for a soap box derby and the placement of a stage for entertainment in the evening.

As all affected property owners signed petitions in favour of these street parties and no objections were voiced by any municipal departments, the Commissioner of Transportation/Environmental Services approved the applications.

As well, the Corktown Co-op has applied to temporarily close Forest Avenue from Aurora Street to 200m easterly on Saturday September 10, 1994 to hold a neighbourhood street festival. The event will consist of short races for the area children and other community minded events. The road will be closed at 2:00 pm and reopened to traffic at 7:00 pm when a dance will commence at the rear of the Co-op building.

All affected home owners have signed a petition in favour of this street festival and Regional Police Services will provide the appropriate detour routes, this Department is in favour of the event.

May JKC:

cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

CITY OF HAMILTON

- RECOMMENDATION -

2(DXii)

DATE: 1994 August 3
S723-65 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: 1994 Servicing Expenditures Related to Subdivisions
(R-94-63)


RECOMMENDATION:

- a i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

" WISEMOUNT ESTATES - PHASE 6 ", Hamilton

City's Share \$31,883.00 Subdivider's Share \$151,706.48

- ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Wisemount Estates - Phase 6", Hamilton and any other related documents for this Subdivision subject to the approval of the City Solicitor.
- iii) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.
- iv) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.
- b) That the City's share for the costs of services in "Wisemount Estates - Phase 6" (\$31,883.00) be approved and the Finance and Administration Committee recommend the source of funding for this project.



E. M. Gill, P. Eng.

cont'd...

-Page 2-

S723-65 P. Strong

1994 August 3

1994 Servicing Expenditures Related to Subdivisions (R-94-63)

cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

" WISEMOUNT ESTATES - PHASE 6 ", HAMILTON

The total estimated costs of the City's share of services to be approved at this time for this development is \$31,883.00.

The City's share of costs (\$31,883.00) is associated with the cost of construction of City services for Embassy Drive which are recoverable in the future, when the adjacent lands develop.

The estimate for the cost sharing between the City and the owner is in accordance with current City policy. (see Schedule "A")

BACKGROUND:

" WISEMOUNT ESTATES - PHASE 6 ", HAMILTON

At its meeting of September 27, 1983 City Council approved the draft plan for Wisemount Forest Survey Phase III, now known as Wisemount Estates. The owner, 822827 Ontario Inc., wishes to proceed with the development of Wisemount Estates - Phase 6 at this time. One of the conditions of draft plan approval requires the owner to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The development of Wisemount Estates - Phase 6 will result in the creation of 10 single family lots, and provisions for an additional 6 Lots in the future for residential use.

The total estimated costs of the City's share of services to be approved at this time for this development is \$31,883.00. The City's share of costs is associated with the construction of the portion of Embassy Drive adjacent to this subdivision and is recoverable when the adjacent lands develop.

The estimate for the cost sharing between the City and the owner is in accordance with current City policy. (see Schedule "A")

The lands of Wisemount Estates - Phase 6 are located west of Upper Kenilworth Avenue between Landron Avenue and Limeridge Road East in the Lisgar Neighbourhood.

ps
cc:
cc:
cc:
cc:

A. C. Ross, City Treasury Department
M. Watson, Real Estate Division, City Property
Councillor D. Ross, Chairman, Fin. & Administration Committee
S. Reeder, Secretary, Fin. & Adm. Com. T&E/Disc/PS

1994 SUBDIVISION EXPENDITURE SUMMARY

Schedule "A"

Name of:

- SUBDIVISION
- DEVELOPER
- CONSULTANT
- SURVEYOR

DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE	NON - RECOVERABLE	TOTAL	TOTAL	TOTAL
				RESERVE COSTS	& OVERSIZED COSTS	CITY'S SHARE	SUBDIVIDER'S SHARE	SERVICING COSTS
WISEMOUNT ESTATES PHASE 6 822827 ONTARIO INC. URBEX ENGINEERING LIMITED S.J. BALABAN, O.L.S. FILE NO S723-65	10 LOTS HAMILTON	Council 83-09-27 ITEM 4(b) P+D Report 19-83	Catch Basins &					
			Connections	\$3,971.21	\$0.00			
			Curbs & Sidewalks	\$9,506.48	\$0.00			
			Finished Roads	\$15,823.76	\$0.00			
			Dead End Barricade	\$162.00	\$0.00			
			Street Lighting	\$972.00	\$0.00			
			Seeding/Sodding	\$1,447.55	\$0.00			
			Sewers & Watermain	\$0.00	\$0.00	\$31,883.00	\$119,823.48	\$151,706.48

TOTALS:

\$31,883.00 \$0.00 \$31,883.00 \$119,823.48 \$151,706.48

- * OVERSIZING EXPENDITURES are Non- Recoverable
- * 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

- RECOMMENDATION -

2(0Xiii)

DATE: 1994 August 8
T103-50 (1114) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreement: 94 Weir Street North

R-94-65

RECOMMENDATION:

That the application of G. Newcombe, owner of 94 Weir Street North, to erect and maintain landscaping consisting of three raised flower boxes, two measuring 1.3m x 3.21m and one measuring 1.2m x 3.9m, encroaching onto the Weir Street North road allowance, be approved during the pleasure of Council, provided:

- a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the applicant pay a first year fee of \$252. and an annual fee of \$20.


for E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

A request has been received from G. Newcombe, owner of 94 Weir Street North, to erect and maintain landscaping consisting of three raised flower boxes, two measuring 1.3m x 3.21m and one measuring 1.2m x 3.9m, encroaching onto the Weir Street North road allowance. The applicant has also submitted an application to the Traffic Department to enter into a boulevard parking agreement, as shown on the attached plan.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

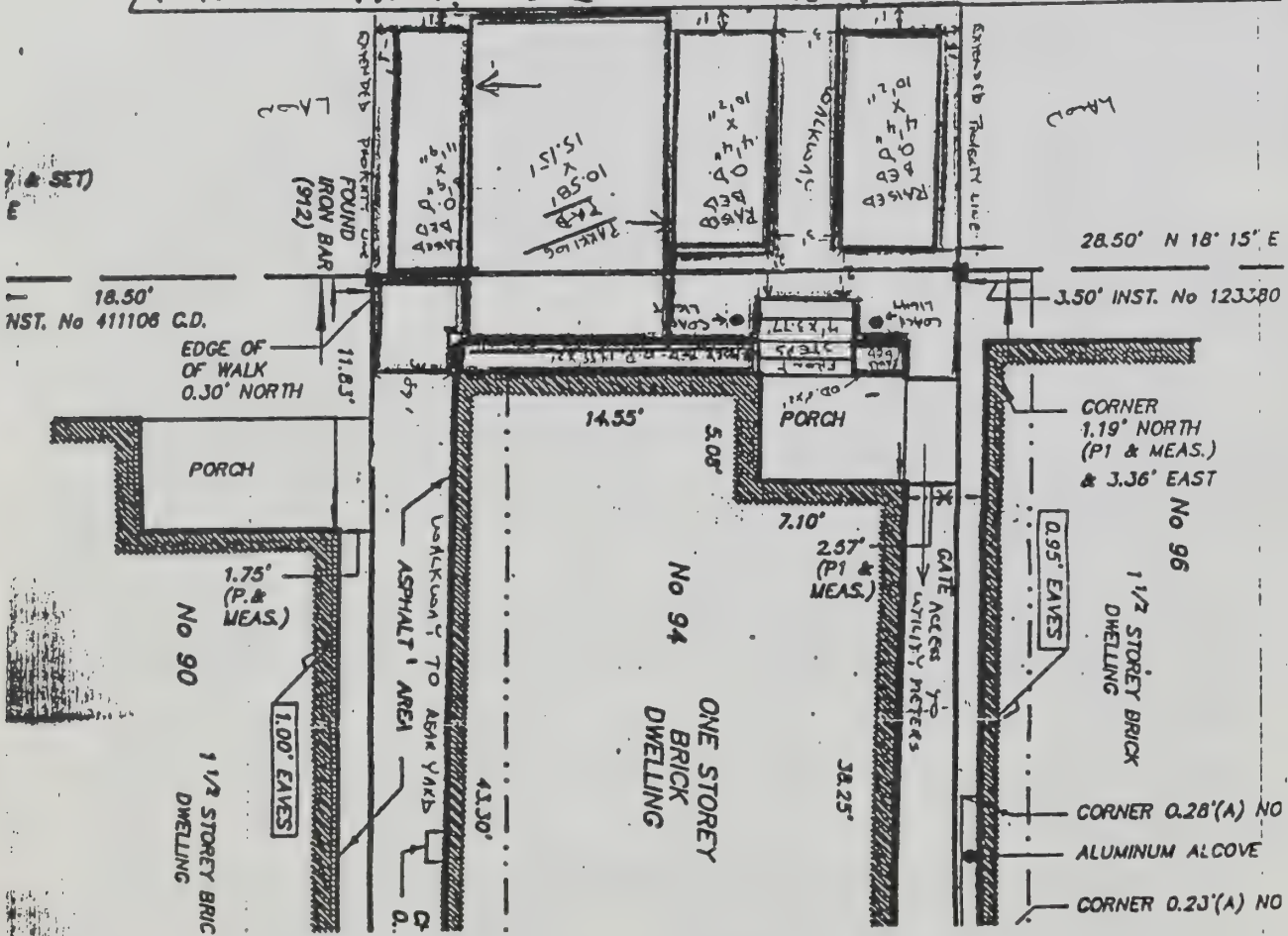
We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.

 JKC/MJP:

LEGEND - (NORMAL) TAKING 743
 (ESTABLISHED ACCORDING TO REGISTERED PLAN No 537)
 1) PINK : PAINTED STONE WORK
 2) GREEN : RAISED BED PLANTS

WEIR STREET NORTH

CONCRETE SIDEWALK



2(0Xiv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 9
S701-67 & S723-63 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law. (R-94-66)

RECOMMENDATION:

- a) That the following City lands be incorporated into the streets as noted in Schedule "A":
- | | | |
|--------------------|----------------|----------------|
| Annapolis Way | Parts 33 & 34 | Plan 62R-11631 |
| Annapolis Way | Parts 4, 5 & 6 | Plan 62R-12435 |
| Artistic Boulevard | Block 12 | Plan 62M-634 |
- b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

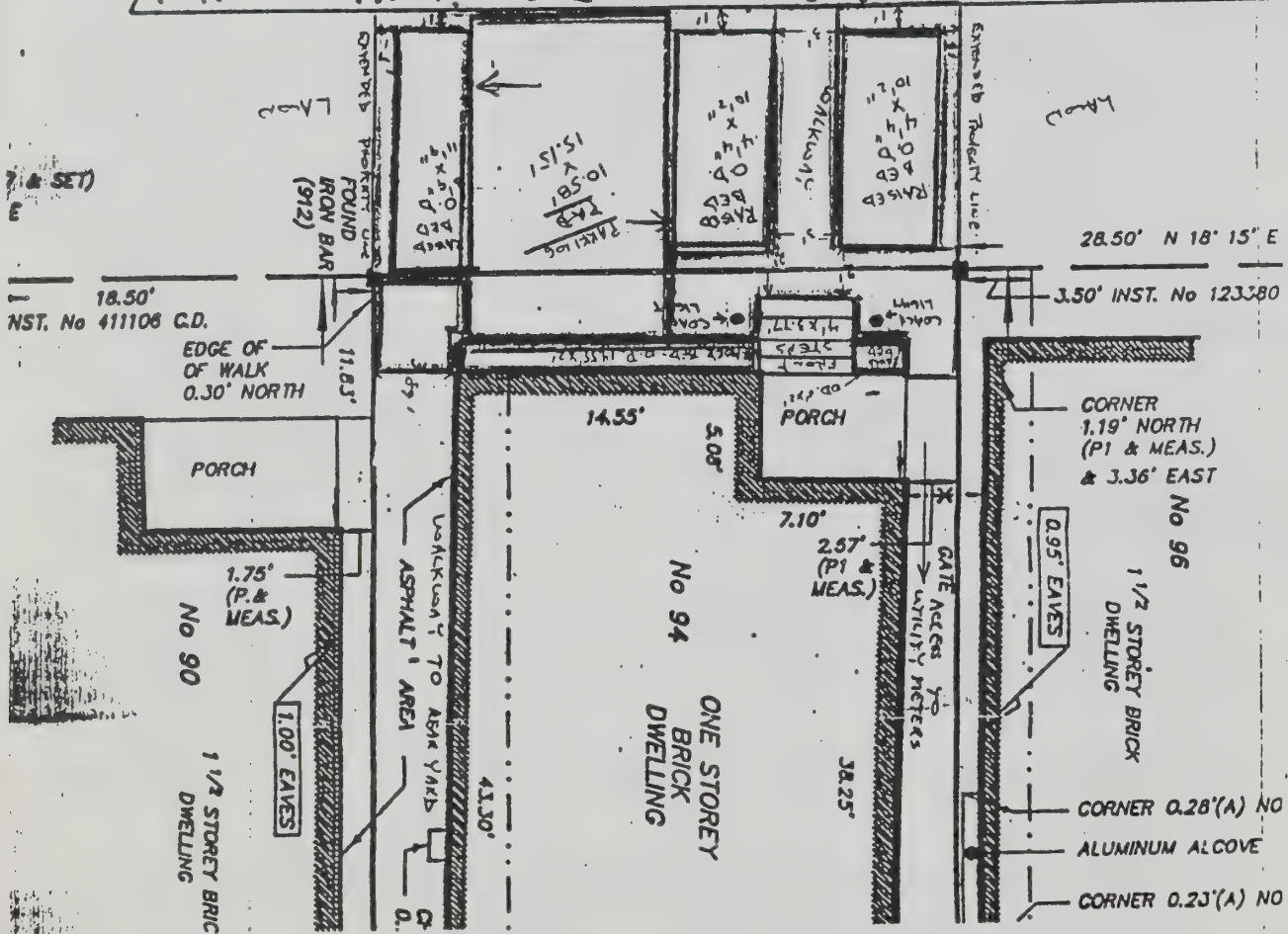

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

CONCRETE SIDEWALK



2(0Xiv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 August 9
S701-67 & S723-63 C. Bandurka

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law. (R-94-66)

RECOMMENDATION:

- a) That the following City lands be incorporated into the streets as noted in Schedule "A":
- | | | |
|--------------------|----------------|----------------|
| Annapolis Way | Parts 33 & 34 | Plan 62R-11631 |
| Annapolis Way | Parts 4, 5 & 6 | Plan 62R-12435 |
| Artistic Boulevard | Block 12 | Plan 62M-634 |
- b) That the By-Laws to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.


for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

1994 August 9

Incorporating certain City lands into various streets by By-Law (R-94-66)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Annapolis Way	Part of Lot 9, Conc. 8, formerly township of Barton, designated as Parts 33 and 34, Plan 62R-11631	N/A	To provide access and hook-up between Beaverton Drive (as established by By-Law 10516) and Annapolis Way, as shown on a soon to be Registered Plan of Subdivision, commonly known as Acadia Estates	S701-67
Annapolis Way	Part of Lot 9, Conc. 8, formerly township of Barton, designated as Parts 4, 5 and 6, Plan 62R-12435	N/A	To provide access and hook-up between Acadia Drive (as established by By-Law 94-101) and Annapolis Way, as shown on a soon to be Registered Plan of Subdivision, commonly known as Acadia Estates	S701-67

(cont'd pg 3)

- Page 3 -

1994 August 9

Incorporating certain City lands into various streets by By-Law (R-94-66)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Artistic Blvd	All of Block 12, Plan 62M-634	N/A	To provide access and hook-up between Artistic Boulevard, Plan 62M-634 and Artistic Boulevard on a soon to be Registered Plan of Subdivision to the south, commonly known as Wisemount Estates Phase #4	S723-63

Kid
cb:HS/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE PARTS 33 AND 34, ON PLAN 62R-11631
INTO ANNAPOLIS WAY**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Annapolis Way by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Annapolis Way.

Part of Lot 9, Concession 8, formerly in the township of Barton, designated as Parts 33 and 34, on Plan 62R-11631.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE PARTS 4, 5 AND 6, PLAN 62R-12435
INTO ANNAPOLIS WAY**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Annapolis Way by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Annapolis Way.

Part of Lot 9, Concession 8, formerly in the township of Barton, designated as Parts 4, 5 and 6, on Plan 62R-12435.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 94-

**TO INCORPORATE ALL OF BLOCK 12, PLAN 62M-634
INTO ARTISTIC BOULEVARD**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Artistic Boulevard by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Artistic Boulevard.

All of Block 12, Plan 62M-634.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this

day of

A.D. 1994

City Clerk

Mayor

CITY OF HAMILTON

- RECOMMENDATION -

2(DXv)

DATE: 1994 August 10
T103-23 M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Temporary Closure of Ayr Avenue R-94-68

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of the Roxborough Park Association, to temporarily close Ayr Avenue between Reid Avenue and Bingham Road, from 12:00 noon to 8:00 pm on Friday August 12, 1994 and from 8:00 am to 8:00 pm on Saturday August 13, 1994 and from 8:00 am to 1:00 pm on Sunday August 14, 1994, to provide parking and a delivery area for a T-Ball Tournament, subject to the following conditions:

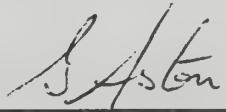
- a) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;
- b) That proof of \$2,000,000 public liability insurance, naming the City and Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss be provided;
- c) That all barricading, detour signing and traffic control to be subject to the direction of the Chief of Police or his/her designate;
- d) That all barricading be supplied by and at the expense of the applicant;
- e) That "Temporary Road Closure" signs to be installed in advance by the Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

Temporary Closure of Ayr Avenue

Cont'd...

- f) The applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;
- g) No property owner or resident within the barricaded area be denied access to their property upon request;
- h) That all property owners and tenants along the closed portion of the route will be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



per: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

A request was received from the Roxborough Park Association to temporarily close Ayr Avenue between Reid and Bingham on Friday August 12, 1994 from noon to 8:00 pm and on Saturday August 13, 1994 from 8:00 am to 8:00 pm and on Sunday August 14, 1994 from 8:00 am to 1:00 pm to allow for parking and a delivery area during their T-Ball Tournament.

There are no residences within the closure area and parking was allowed on only one side of the road, thereby providing access for emergency vehicles. As well, guards were positioned at each end of the closure area for the duration of the tournament.

As it was determined that the closure of this road would have no significant impact on the public, the Commissioner of Transportation/Environmental Services approved the application.

 MJP:

cc: P.C. D. Schwalm, Special Events Coordinator, Regional Police Services
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

CITY OF HAMILTON
-RECOMMENDATION-

2(D)(vi)

DATE: 1994 August 12
E220-1808, M.J. Inrig

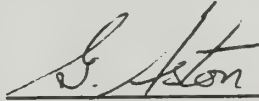
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Regional Roads Department

SUBJECT: Construction of Delta Drive (R-94-70)

RECOMMENDATION:

That the Commissioner of Transportation / Environmental Services be authorized and directed to proceed with construction of roadway asphalt, sidewalks and curbs, catchbasins and connections on Delta Drive from Upper James Street to approximately 171 metres easterly at an estimated cost of approximately \$ 152,360.00 to be financed from the City's Account for Unsubdivided Lands.


per: E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Council has previously approved funding for the City's share of costs on Delta Drive at their meeting on 1988 October 25 in adopting Item 11 of the Transport and Environment Committee Report 15-88. The City's share for the cost of services at that time was to be financed through the City's Account for Unsubdivided Land.

City Treasury has confirmed that these funds are still available and that no further authorization is required to access the account. This cost, except for the oversizing portion, will be recovered from the lands to the south by the sale of the existing 0.30 metre reserve at the time those lands are developed.

The remainder of the cost to construct Delta Drive (Developer's Share) will be drawn from an existing letter of credit held by the City under a previous development agreement registered against the lands on the north side of Delta Drive.

Cont'd...

Construction of Delta Drive (R-94-70)

Cont'd...

BACKGROUND:

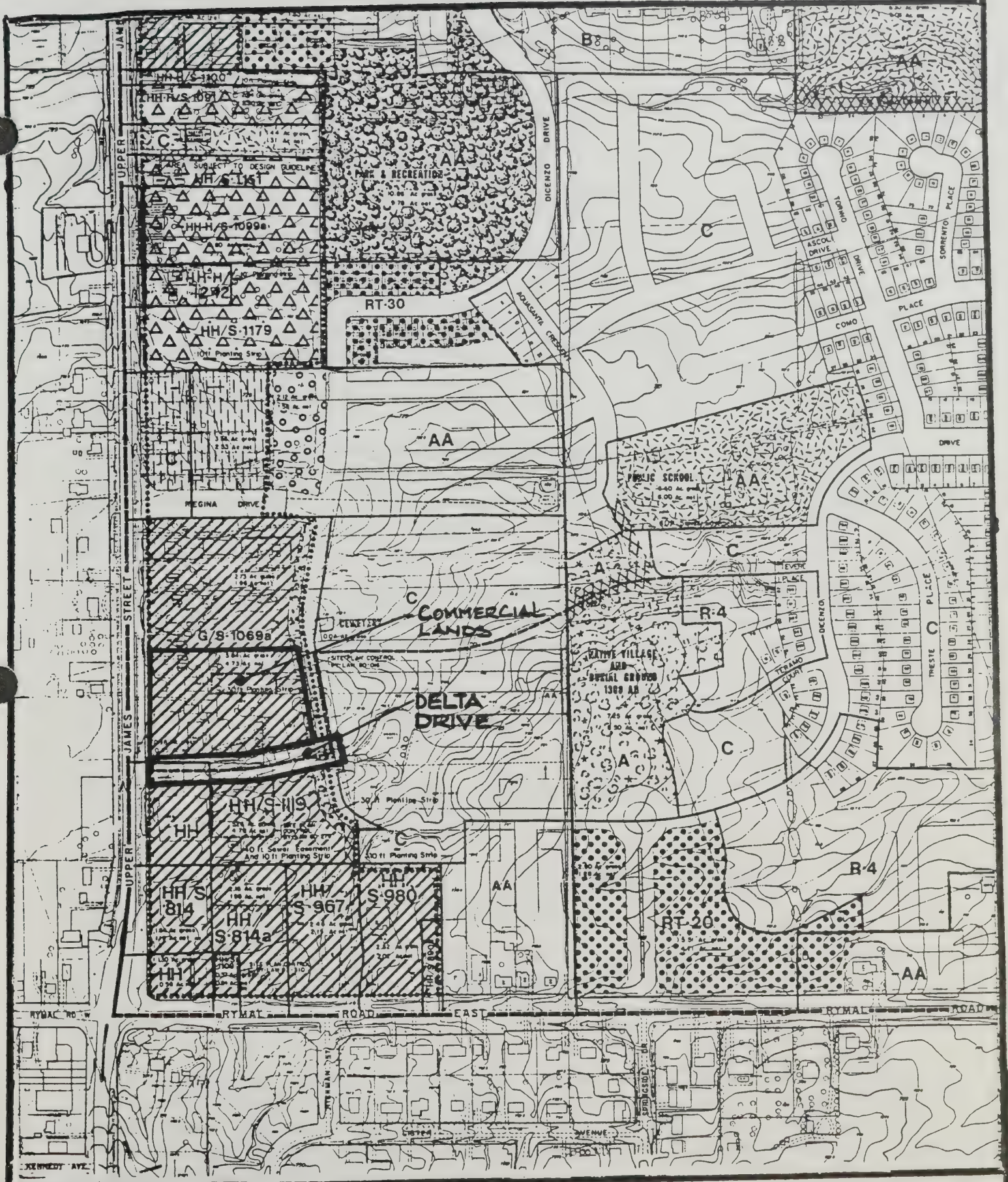
The Owners of the lands on the north side of Delta Drive (943937 Ontario Inc.) wish to develop their property as a commercial automobile dealership. Development of these lands will require the construction of Delta Drive in order to provide proper access to the site.

The lands of Delta Drive have been previously acquired by the City in order to construct sewers for the Red Hill Creek Trunk Sewer System and to implement the approved road pattern for the Ryckman's Planning Neighbourhood. The lands have been opened as a public highway by By-Law and staff is recommending at this time that the City complete the roadway works in conjunction with the development of the commercial lands. Monies for the works can be drawn from the existing letter of credit registered against the lands on the north side of the roadway (Developer's Share) and the City's account for Unsubdivided Lands (City' Share) previously approved by Council as explained in the Financial Section of this report.

The lands of Delta Drive and the commercial development are located on the east side of Upper James Street, north of Rymal Road in the Ryckman's Neighbourhood.

M/MJJ:

cc: N. Adhya, City Treasury Department



KEY PLAN

NTS



RYCKMAN'S

APPROVED PLAN

- RECOMMENDATION -

2(0Xvii)

DATE: 1994 August 15
T103-63 (15) J. K. Clairmont

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

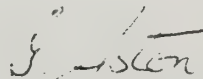
FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Request to Place Newspaper Vending Boxes
on City Road Allowances **R-94-69**

RECOMMENDATION:

That the application of P. Wenzel, agent for the Renter's Guide, to place newspaper vending boxes on Hunter Street West near the southwest corner of Bay Street and on MacNab Street South at the southeast corner of Robinson Street and on Park Street South at the northeast corner of Duke Street, be approved during the pleasure of Council, provided:

- a) That the applicant enter into an agreement satisfactory to the City Solicitor and the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.
- c) That the applicant pay a one time processing and administration fee of \$252. and an annual fee of \$15. per newsbox.



E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has paid a \$252. processing fee and will submit an annual fee of \$15. per box upon approval of the locations, in accordance with the existing City policy.

BACKGROUND:

This Department has received a request from P. Wenzel, agent for the Renter's Guide, a free monthly publication advertising rental properties in the City of Hamilton, to place newspaper vending boxes on City road allowances. The vending boxes will be monitored by this Department to ensure they do not contravene the City's Streets By-law. As Council has approved this type of encroachment in the past, this Department is not opposed to the request.

MJP:

cc: D. Lobo, Director of Public Works
cc: A. Ross, City Treasurer

20Xviii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1994 August 16
G52-14 T. R. Engelbrecht

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: Closure of Capital Projects
- Roads Department (R-94-72)

RECOMMENDATION:

That the City Treasurer be directed to close the following Capital Project accounts with any excess funding to be transferred to its original source of funding:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Funding
a) 528643003	Reconstruct Roxborough, Parkdale to Reid	\$ 390,000.00	\$ 365,148.00	\$ 24,852.00	Reserve for City Share of Services
b) 528643005	Catchbasins- Alma Eva-Eleanor-Alma-Dulgarin	\$ 27,000.00	\$ 23,064.00	\$ 3,936.00	Reserve for Capital Projects /Province
c) 528643007	Catchbains- Kennedy & Malting W end Upper James	\$ 26,000.00	\$ 24,176.00	\$ 1,824.00	Reserve for Capital Projects /Province
d) 528644001	Repairs to MacNab and Mary Street Bridges	\$ 135,000.00	\$ 9,747.00	\$125,253.00	Current Budget/ Province
e) 528649001	Retaining Wall Potruff Road	\$ 4,300.00	\$ 4,229.00	\$ 71.00	Current Budget
f) 528649003	Storm water control dams - design	\$ 10,000.00	\$ 2,384.00	\$ 7,616.00	Current Budget
g) 528843001	Design of York Blvd. Triangle north west corner	\$ 35,040.00	\$ 0	\$ 35,040.00	Reserve for Capital Projects

Cont'd

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August 16, 1994

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RECOMMENDATION: Cont'd

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Funding
h) 528744002	Street Lighting, walks - McQueston Bridge	\$ 155,000.00	\$ 101,917.00	\$ 53,083.00	Capital Levy
i) 528749001	Repair Hunter St. retaining wall	\$ 15,000.00	\$ 7,062.00	\$ 7,938.00	Current Budget
j) 528943002	Albright Rd. - 190m west of Nicklaus - 115m westerly	\$ 104,000.00	\$ 77,221.00	\$ 26,779.00	Reserve for Capital Projects /Province
k) 529247003	Cardinal Heights No. 5 - Phase 3 Roads/Walks	\$ 2,280.00	\$ 1,448.00	\$ 821.00	Reserve for services through unsubdiv'd lands
l) 528346004	Glen Arms Manor - Phase 2 Roads/Walks	\$ 39,660.00	\$ 29,754.00	\$ 9,906.00	Reserve for services through unsubdiv'd lands
m) 528446005	Approaches Limeridge Rd. E. Roads/Walks	\$ 3,000.00	\$ 2,898.00	\$ 102.00	Reserve for services through unsubdiv'd lands
n) 528446006	Curb & Gutters - Magna Court and Vespari- Rds/Wks	\$ 29,900.00	\$ 26,314.00	\$ 3,586.00	Reserve for services through unsubdiv'd lands
o) 528446008	Brookstrm, Galloway, Forestgate - Roads/Walks	\$ 17,000.00	\$ 11,934.00	\$ 5,066.00	Reserve for services through unsubdivided lands
p) 528446011	Mohawk Gardens - Phase 1- Rds/Wks	\$ 292,430.00	\$ 241,279.00	\$ 51,151.00	Reserve for services through unsubdiv'd lands
q) 528446014	Gilkson Meadows - Phase 2 - Roads/Walks	\$ 10,790.00	\$ 7,867.00	\$ 2,923.00	Reserve for services through unsubdiv'd lands
r) 528546002	Regent Court - Roads/Walks	\$ 8,260.00	\$ 145.00	\$ 8,115.00	Reserve for services through unsubdiv'd lands

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August 16, 1994

Cont'd

RECOMMENDATION: Cont'd

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Funding
s) 528546003	Cardinal Heights Add. No. 5 - Ph. 4 - Rds/Wks	\$ 51,500.00	\$ 43,662.00	\$ 7,838.00	Reserve for services through unsubdiv'd lands
t) 528546005	Mohawk Gardens - Ph. 3, Stg. 2 - Roads/Walks	\$ 92,700.00	\$ 68,805.00	\$ 23,895.00	Reserve for services through unsubdiv'd lands
u) 528546009	Chateau Estates Phase 2 - Rds/Wks	\$ 13,360.00	\$ 11,250.00	\$ 2,110.00	Reserve for services through unsubdiv'd lands
v) 528547001	Cardinal Heights Addition No. 5 - Ph. 4 - Swr/Wtr	\$ 20,520.00	\$ 16,412.00	\$ 4,108.00	Reserve for services through unsubdiv'd lands
w) 528646010	Fieldway - Upper Wentworth Roads/Walks	\$ 68,710.00	\$ 62,410.00	\$ 6,300.00	Reserve for services through unsubdiv'd lands
x) 528646017	Aspen West - Ph. 2 - Rds/Wks	\$ 53,020.00	\$ 41,378.00	\$ 11,642.00	Reserve for services through unsubdiv'd lands
y) 528647001	Paradise Green - Swr/Wtr	\$ 15,880.00	\$ 15,874.00	\$ 6.00	Reserve for services through unsubdiv'd lands
z) 528746003	Gourley Park Block "A" - Rds/Wks	\$ 4,500.00	\$ 2,270.00	\$ 1,486.00	Reserve for services through unsubdiv'd lands
aa) 528746004	Quinnendale Gardens Block "H" - Rds/Wks	\$ 3,000.00	\$ 1,514.00	\$ 1,486.00	Reserve for services through unsubdiv'd lands
bb) 528746012	Greenhill Gardens Phase 3 - Fencing	\$ 4,790.00	\$ 4,248.00	\$ 542.00	Reserve for services through unsubdiv'd lands
cc) 528746015	Guildwood - Trevi - Novoco Drive - Rds/Wks	\$ 145,000.00	\$ 148,815.00	(\$ 3,815.00)	Reserve for services through unsubdiv'd lands


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August 16, 1994

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RECOMMENDATION: Cont'd

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Funding
dd) 528746017	Sandrina Gardens - Rds/Wks	\$ 77,210.00	\$ 70,606.00	\$ 6,604.00	Reserve for services through unsubdiv'd lands
ee) 528846001	Rymal Survey Addition- Rds/Wks	\$ 37,800.00	\$ 21,556.00	\$ 16,244.00	Reserve for services through unsubdiv'd lands
ff) 528846009	Aquila Place - Phase 2 - Rds/Wks	\$ 41,900.00	\$ 41,594.00	\$ 306.00	Reserve for services through unsubdiv'd lands
gg) 528846012	Abby Hill Farm Phase 1 - Rds/Wks	\$ 272,180.00	\$ 272,179.00	\$ 1.00	Reserve for services through unsubdiv'd lands
hh) 528846013	Red Hill Manor No. 2 - Rds/Wks	\$ 21,040.00	\$ 15,197.00	\$ 5,843.00	Reserve for services through unsubdiv'd lands
ii) 528846016	Bentwood Place - Rds/Wks	\$ 55,340.00	\$ 40,544.00	\$ 14,796.00	Reserve for services through unsubdiv'd lands
TOTAL				\$ 475,569.00	


per: E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The work related to all of the above-noted projects has been completed, and, therefore, the affected accounts can be closed.

 TRE:ljm

CITY OF HAMILTON
- RECOMMENDATION -

2(E)

DATE: 1994 August 18

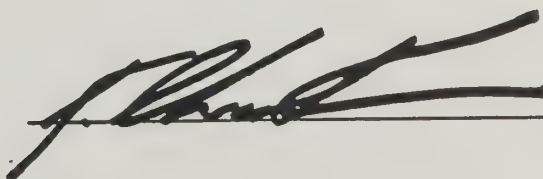
REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1994 June 15	Murray Main Director of Traffic	Kingslea Drive and Broker Drive	1994 July 12
1994 July 11	Susan K. Reeder, Secretary Finance and Administration Committee	Objection to Saturday Parades	1994 July 12
1994 August 9	Jim Halliday, Senior Director Environmental Services Department	Establishment of a Storage Facility by Samuel Son & Co. Ltd.	1994 August 16
1994 August 10	Chris Firth-Eagland Acting Director of Public Works	1994 Street Tree Removal Program	1994 August 15
1994 August 15	Chris Firth-Eagland Acting Director of Public Works	Municipal Tree Removal John Street South from Young Street to King Street (Regional Road)	1994 August 16

Kevin C. Christenson, Secretary
1994 August 22

RESEARCH AND DEVELOPMENT DEPARTMENT

DATE	PROJECT	STATUS	REMARKS
1984 Jan 15	Project Alpha	Completed	Final report submitted
1984 Jan 20	Project Beta	In Progress	Design phase complete
1984 Jan 25	Project Gamma	On Hold	Waiting for funding
1984 Feb 01	Project Delta	Completed	Prototype built
1984 Feb 10	Project Epsilon	In Progress	Testing phase started
1984 Feb 15	Project Zeta	On Hold	Waiting for funding
1984 Feb 20	Project Eta	Completed	Final report submitted
1984 Feb 25	Project Theta	In Progress	Design phase complete
1984 Mar 01	Project Iota	On Hold	Waiting for funding
1984 Mar 05	Project Kappa	Completed	Prototype built
1984 Mar 10	Project Lambda	In Progress	Testing phase started
1984 Mar 15	Project Mu	On Hold	Waiting for funding
1984 Mar 20	Project Nu	Completed	Final report submitted
1984 Mar 25	Project Xi	In Progress	Design phase complete
1984 Mar 30	Project Omicron	On Hold	Waiting for funding
1984 Apr 01	Project Pi	Completed	Prototype built
1984 Apr 05	Project Rho	In Progress	Testing phase started
1984 Apr 10	Project Sigma	On Hold	Waiting for funding
1984 Apr 15	Project Tau	Completed	Final report submitted
1984 Apr 20	Project Upsilon	In Progress	Design phase complete
1984 Apr 25	Project Phi	On Hold	Waiting for funding
1984 Apr 30	Project Chi	Completed	Prototype built
1984 May 01	Project Psi	In Progress	Testing phase started
1984 May 05	Project Omega	On Hold	Waiting for funding



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EX RED	25079	ROUGE

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